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The Thunder Bay Historical Society

Twelfth Annual Report



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Papers of 1921

Thunder Bay Historical Society

Officers, 1921-22

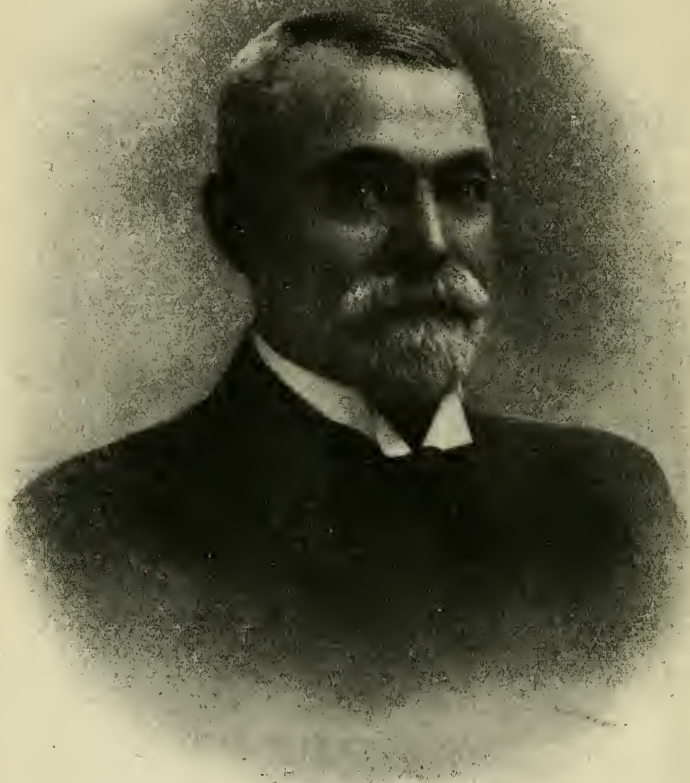
Honorary President	- -	Hon. Sir George E. Foster
Hon. Patron and Patroness		Mr. and Mrs. N. M. W. J. McKenzie
President	- - -	Mr. Peter McKellar
Vice-President	- -	Mr. A. L. Russell
Secretary-Treasurer	- -	Miss M. J. L. Black

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Miss Stafford	Mr. F. C. Perry
Mr. John King	Dr. E. B. Oliver

Auditors

Mrs. G. A. Graham	Mrs. F. C. Perry
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Peter McKelloe

PRESIDENT OF THE HISTORICAL SOCIETY

Annual Address, 1921

BY THE PRESIDENT

Ladies and Gentlemen and Fellow-Members:

I am pleased that we are now free from the direct ravages of the Great World War, yet, many are suffering from the destruction of life and property that took place during the five to six years of the dreadful carnage.

The League of Nations has been formed and seems to be doing good work, notwithstanding the disappointment of many that the Americans did not come into the arrangement. Let us hope that the "Great Court" will bring blessings to the world that will conspicuously advance the happiness and prosperity of mankind.

I note by the Annual Report of 1921 of the Historic Landmarks Association, that the Advisory Board on Historic Sites and Monuments is making good progress. Five hundred and forty seven sites to date have been brought to the attention of the Society, of which 46 are to receive immediate attention. These relate chiefly to war, battlefields and personal achievements, etc. Outside of these important monuments, there are others, for instance, the natural sites of Thunder Bay must be preserved, as I believe they will occupy a conspicuous place in the Dominion's Monumental Galaxy. The Kakabeka and Pigeon River Falls, The Sleeping Giant, Sea Lion and the McKellar Pot-Holes are well known.

There are two rocky sites of unique construction worthy of a place—the Thunder Bay Stone Giant and Mount Garnet near Dog Lake. The latter I discovered in the later part of December 1868. The snow was deep and the weather very cold, otherwise I would have taken measurements of the height and size and samples of the rock. I expected to go back and make a detailed statement.

The pillar formation is granitic, exceedingly hard and massive, free from fissures and impregnated with fine

diodecahedral garnets, probably hundreds to the cubic inch. I had only a light prospectors' pick and I failed to break out a sample of the solid rock. I broke a slice of the oxidized crust showing numerous fine garnets. I believe that polished blocks of this rock would be very beautiful and valuable on account of the red brilliancy of the garnets.

The pillar appeared round and smooth as though ground by machinery. It is two to three feet in diameter; larger at the bottom where it forms part of the solid rock. I marked it eighty feet high but, I think, it included the rocky ridge on which it stood.

Mount Garnet is about twenty-five miles back, near the source of the Current River.

One thing, it was conspicuous among the trees at a distance of two to three hundred yards west of our path, when I saw it. My friend and I were surprised until we examined it, and still more so after we left. I have the original tract survey I made and can place it so that a geologist can find it in a short time by the formation, if I do not go myself. I will propose to the Society that we will not rest until we discover Mount Garnet and have it placed on record.

The Thunder Bay rock giant is a stone freak. It stands in full relief on a flat trap rock about 12 feet high. The resemblance of the outlines of the body and head of a human being is remarkable. It can easily be discovered as it lies within a couple of miles of the C. P. R., 4 to 5 miles east of Current River.

I think at the next meeting of our Society, we should consider what to do with the future caretaking of the Fur Trading Tablet.

Wishing you a happy and prosperous coming year.

P. MCKELLAR.



MISS M. J. L. BLACK
SECRETARY-TREASURER

Secretary-Treasurer's Report

MISS M. J. L. BLACK

To the President and Members of the Thunder Bay Historical Society,
Sir and Fellow Members:—

I have the honor to present the following report for the year, 1920-21.

We held six regular meetings. At the first we were treated to Mrs. Sherk's interesting paper on "Fort William's interest in the Smithsonian Institute." This was embodied in our last annual. On Feb. 11 and again March 4 we had two readings by Mr. Hamilton. The first, "An Historic Fort," by the Rev. R. J. MacBeth, from the "Canadian Magazine" for Sept. 1920, and the second, "The Loyal Indian," by E. C. Stewart, from the same magazine, of Feb. 1921. Under the circumstances, these are not being reprinted. The most important address

of the year was that by our president, on the "Framework of the Earth," and it was most gratifying to the society to be able to embody this in our annual. This was given on May 27.

We have a paid up membership of 22, the majority of whom attend most regularly.

We have received publications from the Historic Landmarks Association, the Ottawa Women's Historical Society, the Lundy Lane Historical Society, and the Minnesota Historical Society.

All of which is respectfully submitted,

Yours sincerely,

M. J. L. BLACK,

Secretary-Treasurer.

THUNDER BAY HISTORICAL SOCIETY

Financial Report

Receipts

Oct. 15, 1920—

Bal. in Bank\$ 15.07
Government grant 100.00

Dec. 3—

Fees, Mr. and Mrs. King 1.50
Mr. and Mrs. Mackenzie.. 1.50
Dr. Oliver 1.00
Mr. and Mrs. Hamilton.. 1.50
Mr. and Mrs. Mackellar.. 1.50
Mr. Fregean 1.00
Miss Davies 1.00
Mrs. Graham 1.00
Mrs. Sherk 1.00

Mr. and Mrs. Jarvis 1.50
M. J. L. Black 1.00
Times-Journal donation 5.00
Fee, J. J. O'Connor 1.00
Capt. McCannell 1.00
Miss Robin 1.00
Mr. Seaman 1.00
Donation to monument (M. J. L. Black) 11.35

\$150.42

Expenditures

Jan. 8, 1921—
Plate for emblem\$ 16.19
May 13—
Printing annuals 134.23

\$150.42

Tales Through the Ages from the Banks of the Kaministiquia

BY MISS M. J. L. BLACK

(Printed by permission of the
Musson Book Company)

Jack and his cousin Eddie, who were visiting him, had been sight-seeing all day, and in the evening they were recounting their adventures to any of the family who would listen. They had visited the elevators, and the docks, and though Eddie had looked with longing eyes toward the mountain, they had remained in town exploring the factories instead, for Jack was most anxious that his cousin should take away a good impression of the busy, but new city of Fort William. Jack was very proud of its newness, and of the fact that all this bee-hive of industry had grown up since his father and mother had first come to town as young married people. His mother had often told him of those early times when the bush had come right into where the Grain Exchange now stands, and when the village consisted of only a few houses scattered along Victoria avenue, and Brodie and May Streets, with perhaps a half a dozen more along the river front, and being an unimaginative little boy, it had never occurred to him to ask what had brought these few here, or what was here in the days long before. On the other hand, Eddie, who had lived in the older part of Ontario, and who had heard of things happening when his father and grandfather were small boys, did wonder if there had ever been a time when nobody at all had ever lived here, and when nothing at all had ever happened, and in response to the questioning smile of his uncle John, he put his query. "Surely, Uncle," he said, "There were lots of things happening long before 1882, when you came here? Won't you tell us a story, a really truly story of old, old times?" Practical Jack was sure that there could be nothing to tell, but was eager for a story also, and so seconded the request. Mr. Macdonald sighed, but said that he supposed he would have

to, so he shook out his pipe, and settled back in his chair and began:

"Once upon a time, long, long ago, there really were no human beings here at all, but even so, there certainly was lots of life, for the beavers were always working busily on the rivers and shallow lakes, and the moose and deer would push their way through the forests, going to the waters to drink, or standing with head up-raised they would view from the top of Mount Mackay (only it was not called that then) the beautiful country of which they were monarch; and the bears would come out of their holes, bringing their little fat roly-poly cubs and go fishing, or searching for honey, or berry picking, while numberless other little animals and birds and insects kept up a busy hunt for food as they hummed and sang and played together. The country was so beautiful with its wealth of trees and flowers and expanse of waters with all the life that they contained that one can hardly believe that there could be anything there to harm or to destroy, but even then the bad existed as well as the good, and the wolves and foxes, eagles and wild cats were often to be seen, not only killing in order to live, but often destroying much more than they ever consumed. And so, even though Jack may not think so, there were adventures occurring every minute of the day and night, for this was Mother Nature's great preserve for many varieties of her animal children. One day, though, something stranger than had ever been known happened. Mr. Moose was standing at the river's mouth and he saw coming towards him, something that frightened him very much, and that made him go tearing into the bush. However, being a gentleman who is noted for his curiosity, he returned and viewed his enemy once more. To his mind, it was only a terrible strange animal, but we know that it was the first man who ever saw

the Kaministiquia river, or Mount Mackay, or even Thunder Bay. Eddie's eyes were dancing at the picture, and he broke in with "Oh, Uncle, was that our first Indian?" and Jack said, "Of course it was," but Mr. Macdonald responded, "Don't be so sure of that Jack! He may have been an Indian, or he may have been one of the race from whom our Indians are descended, or again he may have lived on the American continent long ages before even them. Personally, I am inclined to think he was one of these latter very ancient peoples, for the North American Indian we know is not a very practical person, while these peoples were original and active, and seem to have looked much further than simply food and shelter, for they searched out Nature's gifts and used them for their own benefit. This much we know for certainty, and we also know that they lived on the south shore of Lake Superior, and that some of them came over to Isle Royale, which is the name of that big island that you see lying out there on the horizon. Why am I so sure? Because in both these places are to be found remains of old copper mines, which were worked by them. They apparently took great quantities of native copper out of the mines, and scores of shafts are still to be seen, showing where this busy people lived and worked. One can see the remains of their primitive blasting, for they used to heat the rock and then throw cold water on it, with the natural result that it would break open and expose the mineral, and one also occasionally finds tools of native copper which they shaped by hammering. To prove that all this labor was done hundreds and perhaps thousands of years ago, one has only to notice the huge trees that have grown and died in these deserted pits. Some day, when I can arrange it, you boys and I will take a holiday on Isle Royale, and though it may not be safe to go down into the old mines, many of which are from thirty to fifty feet deep, we can look at them and perhaps find some remains of this industrious people who lived so long ago, and one of whom disturbed our moose, on that spring morning, in the first ages of this part of the world.

"The years passed by, and then

these peaceful people either simply moved away, or were driven out by another race, and at last our own American Indian appeared on the scene, and the Kaministiquia river became a great highway for their canoe trips, as they would go into the back country, following up the game, or else in fighting battles royal with their neighboring tribes. To them, our old mountain came in very useful, for when they would want a gathering of their own particular clans they would build great fires on the top of it, as a signal that there was danger. Theirs was a very simple life, with simple needs and simple beliefs. Once in a while some of the more daring would venture down the lake shore, and bring back strange unbelievable tales of what they had seen. Once they reported having seen beings that they called "White Spirits," but their description was so vague, that the people at home could not imagine of what they were talking.

"One day, there was a great scurrying in the camp near the mouth of the river, and a runner hurried off to light the fire on the mountain top, and the squaws and the children peeped timidly from behind trees and from the entrances of their bark and skin wigwams, as five strangers drew up their canoe, and the leader started walking towards them. To add to their terror was the fact that the strangers were white skinned, and not red like themselves. However, the leader smiled and held out some beads and other trinkets and presently was seated among the braver ones and was soon telling them in fairly good Indian, that he was one of that mysterious race of whom they had heard, and that he had come as a friend. Had it been worth his while, he might have added that his name was Daniel Greysolon Dulhut, or Duluth, and that his master was Louis Fourteen of France, and that it was the year of our Lord, 1678. However, that would not have meant very much to them, and it may not to you, either, unless I tell you that Charles the Second of England was reigning then. Legend has it, that Duluth's place of landing was on the bank of the Kaministiquia river at the foot of McTavish street. He organized a trading

station at that point, a site that was used off and on, by the French and English for two hundred years. Duluth soon moved on to the further west, but from that time on, the Indians were quite accustomed to seeing these "White Spirits," who came in on them from over the great lake, which they called "Kitchigama," or "Big Sea-water." This lake had been named in 1665, "Lac Tracy" by Father Allouez, but by 1671, it was also known as "Superieur," and shortly after, this much more suitable, name became the one most generally used.

"About 1688 Jacques de Noyon explored the route to Rainy River, and his report created such a favorable impression on the home authorities that they authorized the construction of three posts, at Kaministikwia, at Rainy River, and the Lakes of the Woods. The order was carried out but slowly, for it was not till 1717 that the French government had their first fort built here. The next important name that we hear of in connection with Fort Kaministikwia is that of La Verendrye, who made it his headquarters in 1731.

"In those days the one thought of all the explorers was to find a way to the western sea, and the shortest way was the one wanted. It is not surprising therefore that when the Pigeon River route, via the Grand Portage, to the Lake of the Woods, was discovered, it finally became the favorite course, and that the post at the Kaministiquia was almost forgotten. However, in the course of time, the British traders of Montreal organized a fur trading company called the North West Fur Company, and this concern brought the greatest romance of all to Fort Kaministikwia. At first they did not use this route, but chose the western one at Pigeon river, making their post at the Grand Portage, but when the American revolution changed the boundary line, this was found to be on American territory, so about 1800 the traders changed their western route to the one that was used by the early French explorers, namely that along the Kaministikwia, Dog Lake, Dog River, and on to the Rainy River. In so doing the fur traders brought their principal northern post to the mouth of our

river, and called it Fort William, after one of the members of their company, William MacGillvray. The next few years were full of life and activity at the Fort, for the company was very aggressive and was prepared to put up a keen fight in their effort to squeeze out the Hudson Bay Company, which was supreme in the more northerly country. As it was, they rode triumphantly across the continent, forcing out, or absorbing the X. Y. Company, and other small concerns and even proving a successful rival to the Pacific Fur Company of John Jacob Astor, on the Pacific coast. For various reasons the North West company had succeeded in bringing into its service men of great ability as leaders and explorers, and to add to the popularity of the institution many of their traders were French half-breeds whose natural gaiety and understanding of the Indians was a great help to the company. The company built an elaborate fort and stores, shops, brick kilns, and a huge banqueting hall, and often within the stockade would be gathered a population of hundreds if not thousands, when at regular intervals the members of the company from Montreal would come up to meet and talk over affairs with their employees on active service. The arrival of the Montreal men looked like a special pageant, when in decorated canoes and with a retinue of servants they would land, carrying with them a most abundant supply of all the good things necessary for feast and celebration. Such occasions were celebrated with all wild revelry and feasting and stand out in history as one of the most romantic examples of barbaric display of wealth and jollification. The only building that remains that saw all these strange doings is the old magazine store house, a small stone building that is now a part of the Canadian Pacific roundhouse, and even though it was not very close to the great hall, I am sure were you to listen very carefully, even it could tell you strange tales of the Frasers and Mackenzies, and Mackays and the Frobishers of Alexander Henry and Daniel Harmon, and many other notables, who, putting their shrewd heads together not only succeeded in opening up a vast country but incidentally made great fame and wealth

for themselves. It was after one of these Mackays that our old mountain was named, which up till then bore the Indian name of "Anamikiewakchu" or "Thunder Mountain." I would like to take time to tell you of some of their adventures, for many of these men are counted among America's greatest explorers, and also of the fights between the North West company and Lord Selkirk's colonists and of how the De Meuron regiment of hired soldiers were brought by Lord Selkirk to Fort William, and gave their name to the beautiful point up the river, and of how, ultimately, the Northwest company, itself, was forced to unite with the Hudson Bay Company, in 1821. I cannot tell you about them though, for I see mother looking at us and hinting that it is time to go to bed, but I assure you that events were taking place then every day, the account of which would make Henty's best story seem dull and unreal, for the men who lived in Fort William or made it their headquarters, were noted for their bravery and daring; they came of the stock of which heroes and adventurers are made, of such who love risk for its own sake and whose only fear was that they would live to a quiet old age, or die tamely in their bed. Many of their stories you can read in their own narratives for these early explorers often kept excellent diaries, while in Washington Irving's "Astoria," is to be found a description of Fort William,

in the days of the Northwest Company, which for picturesqueness and vividness cannot be surpassed.

"Romance did not die with the union of the Hudson Bay and the Northwest companies, for equally interesting stories are to be told of the pioneers of mining, or of the re-opening of the original French route to the western seas, at the time of the Northwest rebellion, when General Wolseley took his forces over the Dawson trail to Manitoba, and though the Hudson Bay Company may have conducted its affairs with more simplicity and decorum than the Northwest Company, it too has its own romantic story to tell of the days from 1821 until 1869, when it reigned with regal power in Western Canada. After the transfer of the West, to Canada, its flag still continued to float over the fort in Fort William for another twelve years, but very quickly the railways came along, the site of the fort was bought up and the buildings demolished, and Fort William entered on the new era of commercial growth and prosperity, of which Jack is so rightly proud. However, proud as we may be of the present, hopeful in all for the future, it is well to have boys like Eddie remind us that all through Canadian history, the trading post on the Kaministikwia has stood out as the most important and interesting spot in the central west, and possibly second only to Quebec itself, in the entire Dominion."

The Framework of the Earth

BY PETER McKELLAR, F.G.S., F.G.S.A.

Chairman and Fellow-Members:

It is a pleasure to have the honor of addressing you on this occasion. I feel diffident in undertaking to present to the Society such a pretentious paper as "The Framework of the Earth." I, who have not had the advantages of the higher educational training which the thousands of professional men have had, who have labored in the same field as that from which I have gathered the material in this paper. I have regretted my lack of university training, but it may be all for the best, unless I am mistaken about its value. Had I been favoured with the higher training it is not likely that I would have left the beaten track and strayed into the wilderness where the unique prizes are stored.

It is my purpose to try and explain geological problems which I have come across in geological works, including Ice Age, Encyclopedias Britannica and Americana. The latter three show that there have been no satisfactory explanations given of the causes that produced those extraordinary phenomena, such as the following:

- 1st. The Folding of the Archean Strata.
- 2nd. The Formation of the Oceans.
- 3rd. The Steep Basins of the Ocean.
- 4th. The Collapses of the Crust of the Earth.
- 5th. The Mountain Ranges.
- 6th. The Great Plateaus.
- 7th. The Glacier Phenomenon.
- 8th. The Shifting of the Poles.

People may say these problems will be of no real value, as conditions will go on the same. At one time the people believed that the earth stood still and the sun, moon and stars went around it, and human beings were satisfied with the conditions. Who, today, would say that the discovery of the real revolutions of the earth have not been beneficial to the human race?

I take it, that the more we discover of the laws of the Almighty God the better for human beings.

The Folding of the Archean Strata

I believe it is conceded by geologists generally, that the Earth was at one time a heated fluid mass like the Sun. In that event, the aqueous elements should naturally continue to float above the heated sphere until the temperature would fall below the 360 degrees, the critical point (given by Arrhenius) where water must pass into steam. Then the water would pour down in immense quantities and fill in the innumerable synclinal hollows which, naturally, would be present as represented by the ample illustrations of Professor Dana. The weight of the water would gradually sink the basins in the elastic magma. The internal gas and steam would cause anticlinal ridges to burst open at the top. The result would be a separation of the basin which would probably number a million (baby seas) and be the genesis of the Oceans. The winds and the waves would sweep along and rapidly erode the rock ridges and fill the basins with sedimentary strata. The presence of the sedimentary rocks in the Archeans has been recorded by several geologists. I know a locality where these sedimentaries, within the Archean rocks, occur. It is about one and a half miles north of the Canadian Pacific Railway and a couple of miles west of the Little Pic River, on, or close to, Location V49 north of Lake Superior—a water worn boulder is enclosed. The synclinal basins would gradually sink, open at the bottom as at the top, and cause steep sides, which in time would likely result in a folded Archean strata such as is usually found in Archean Areas.

The Formation of the Oceans

The larger synclinal basins would naturally sink deeper and coalesce,

and force the lighter ones up to form land. The former would increase in size and decrease in numbers until finally there is practically only one great basin—the ocean. By such a process any irregularity of the outlines of either land or water would be a natural consequence. The deep areas would fork and again rejoin and inclose islands. In the early stage the crust would be comparatively thin. As the rocky crust would get thicker the ocean basins would grow larger and heavier, until this process had reached a certain stage of growth, as it were, when the continental lands and ocean areas were established.

The foregoing is only an ideal theory and I would not think of bringing it before the Society, were it not that it appears reasonable, and will be helpful in explaining the greater problem, the Ocean Basins.

I propose, by a simple process, to show how the great Oceans with their inlets and outlets, receiving and ejecting inconceivable quantities of materials, progress, as follows:—

The Terrestrial Aqueous Cycle

The Sun, the dynamic force which converts the surface waters on the earth into vapor that forms clouds, that rise and float over the high and low areas of the globe, dissolving, eroding, and washing down solutions and sediments into streams, rivers and seas. All flow on continually with their great burdens to the oceans, where their loads are deposited for distribution. The aqueous portions will again ascend into clouds and continue their course in the aqueous cycle in perpetuity.

I have roughly estimated the amount of sedimentary materials that is being carried annually into the oceans, and it amounts to more than five trillion tons, as the following estimates show.

I have selected the Mississippi River for the base of calculation, and the reliable reports on the same, by the famous engineers Humphreys and Abbot. They show the suspended materials from this great river to be 812½ trillion pounds and 91 trillion pounds coarser materials, total 452 billion tons annually, I estimated the areas of the world to be twelve times

greater, which would equal more than five trillion tons annually. There surely is an outlet with all this material flowing in during the ages.

Again the steep walls of the great ocean basins seem proof positive that they were formed by the dropping down of the Ocean bottom under the extra enormous weight of the ocean water. Any other solution would appear incredible.

The Secular Contraction of the Globe

Take for granted that the crust of the earth has passed from the molten state to its present cool condition. In the molten state the temperature of the magma would probably be about 1500 degrees Fahrenheit. In reducing the magma to a cool state it would contract at a rate of 0.00007244 to each degree of heat, as I have worked it out from the works of Engineers C. H. Haswell and Kent. I took the average co-efficient of five minerals—sandstone, granite, slate, marble and copper. They gave an average co-efficient of 0.00007244 for change in temperature of each degree of heat. The temperature of magma next crust estimated 1500 degrees Fahrenheit. Fifteen hundred by the above co-efficient equal .0108 the amount of shrinkage of the block or area. The circumference of the earth is 25,000 miles, shrinkage 271 miles, 24,729 circumference of contracted sphere.

Diameter of original globe 7955 miles
 Diameter of shrunken globe 7868 miles

Difference 87 miles
 Half-drop of amount..... 43.5

I find Prof. Mallet estimates the reduction in diameter of the globe since molten state to be 189 miles.

Terrestrial Theorem

DIFFERENTIATED AREAS OF GLOBE INTO THREE PARTS -W. S. R.

“W”—Weak—The land areas of the Temperate and Torrid Zones, that are continually exposed to the sun, winds, waves and to the terrestrial erosions.

“S”—Strong—The Ocean areas that have been underneath the cold waters of the seas since the formation of the ocean and include the land margins

of the seas that lie between the Oceans and the first or adjoining range of mountains.

"R"—Rigid—The Polar regions that have been exposed to the universal cold since the formation of the earth.

With three capital letters, "W," "S," "R" each letter represents the character of one of the three differentiated parts of the earth.

A Brace = "S" Strong. The Ocean areas. It is a brace in every direction from any one point to another point across any "S" or Ocean area. The "S" Brace is a marvel. With its own weight it creates the mighty force that elevates the mountain ranges on the earth. In reality only two of the common laws of nature were engaged—cooling and gravitation.

Two Capital letters show the governing force of the brace.

"RW" Brace one end rests on rigid area, the other on weak area.

"WW" Brace both ends, on weak areas, across a sea.

"RR" both ends rest on rigid areas.

Values—Double letters values, Brace length in units of 1,000 miles each.

Only four units allowed for width with half values.

"WW" brace—Each unit will elevate the mountain range at each end of brace about 1,000 feet.

"RW" Brace—Each unit will elevate mountain at "W" end about 2,000 feet with side units half values.

"RR"—Brace truss, to hold its place not elevate mountains.

"RW" brace is a truss with one end broken.

By carrying out these principles you may have two or three strong braces bearing on the same point as at the Andes. There are three strong braces bearing on the Middle Andes. One from Australia, one from S. Pacific and one from N. Atlantic. Width of the Indian Ocean allows a number of Brace lines to bear on the Himalayas. These principles are effective with the Caspian, Mediterranean and other seas, as well as with the great oceans.

Any one who will doubt the practical correctness of these hypotheses, let him consider that this is the only

theory in print to show why one mountain range differs from another in elevation or size.

The Collapse of the Crust of the Globe

It is shown that there were two general collapses of the crust of the earth, the one following the carboniferous epoch, the other, (the greater) after the Tertiary Epoch, when nearly all the great mountains were elevated and also the Great Glacial Phenomenon appeared. It has been abundantly proven by geologists that such collapses do occur. Notwithstanding that some eminent geologists and physicists claim that the globe must be solid to withstand the strain of the tides, etc., according to my theory there could be no mountain chains if solid. It seems to me that after a collapse and readjustment of the crust, that the crust and magma will be combined without an intervening space, the latter intensely pressed. But with the cooling of the globe the pressure in the magma would gradually decrease and in time the elastic magma would be in condition to receive another load and readjustment. A collapse would not take place unless the truss of the earth's dome was strong enough to sustain the weight of the crust for a time, until the Ocean bed became overloaded and drops deeper into the magma to reach equilibrium. The drop may be two or three miles or more in depth; in any event, it would leave the basin-wall vertical as far as it went. This great ocean area block of 147,000,000 square miles of bottom by 15 to 20 miles thick, might be expected to overcome even the terrestrial dome.

The Crust in general must have been strong enough to retain its position for a time, during the transportation of materials from land to sea until the latter became overburdened.

It is quite evident that the ocean area must have been stronger than the land areas when after a collapse we find the latter crushed and reared into immense mountain ranges, all along the margins of the oceans.

Mountain Ranges

The material in the mountains is inherent in the place as shown by the fossilized strata inclosed, so that

the crust, with the billions of tons of material must have been crushed between two buttresses, and elevated for miles above the earth, as seen in the Himalayan Mountains. I consider the following quotation in the "Ice Age" worthy of a place here, "The majesty of the ice-movement is equalled only in the movement of the forces of astronomy, or in that of those which have elevated the mountain-ranges on the surface of the earth."

It is generally conceded that the greater the ocean the higher the adjacent mountains. That is only partly so as will be seen further on.

The Indian Ocean Brace

With this brace, the north end butts against the weak land areas of Asia and crushes it in and raises up the stupendous Himalayas. The south end butts on the Antarctic area making the Indian Ocean, the brace between the Himalaya Range and the Antarctic Pole. It seems to be the most formidable Brace on the face of the globe, the Atlantic excepted. The Indian Ocean brace is 4,000 to 5,000 miles wide between Africa and Australia, and over 8,000 miles along between the Himalayas and the South Pole.

The Great Principles Governing the Raising of Mountains and the Glacial Phenomenon

Mountain ranges lie along the coasts of the great oceans and would require a terrific force to elevate them. I find no explanation as to the cause. Prof. T. J. J. See stated "that the mountains depend in some way upon the sea," but no one seems to know how. Now I put forward the following—The mountains are there and parallel all the ocean coasts. There are only the ocean waters and the land areas along with the mountain ranges. The waters could not be applied so as to accomplish such extraordinary work.

Then I came to the conclusion that there was only one natural way possible, that was, to divide the crust of the earth in two, and let the one part crush against the other. To make that effective it was necessary that the one part would be stronger than the other. It was obvious that the land area was the weak one as it was in-

variably crushed in, along the line, by the Ocean area.

There are valid reasons to show that the ocean areas are much more rigid than the land. I need only refer to a few. The bottom of the ocean is always near to the freezing point and the pressure of the ocean water is immense, about five quadrillion tons, I believe, and the rigidity increases with the pressure. The pendulum test also shows the ocean areas to be heavier than the land. Besides, the land areas are exposed to the winds, rains, and the great heat of the sun, the crust is exposed to erosions by the Terrestrial Aqueous Cycle which amount to above five trillion tons annually while the same amount is being continually piled on to the ocean areas to increase their rigidity.

The next thing necessary to show is, a collapse of the crust so as to bring the differentiated parts together, with the result of crushing and raising the enormous mountain ranges of the world. There can be no doubt, collapses do take place, of which there is abundance of proofs.

The following explanation shows wherein the oceans and the mountain ranges failed to agree in ratio of sizes. The N. Pacific, the largest ocean, is surrounded by comparatively small mountains, while the smaller Indian Ocean is bordered by the Himalayas, the greatest mountain range on the globe. I was puzzled for a long time about it, finally I discovered the apparent true theory.

[PLATE ONE]

Crust of the earth differentiated into three parts.

"W"—White=Weak.

The land areas of the Torrid and Temperate Zones, that have been exposed to the sun, wind, waves and the terrestrial erosion for all time.

"S"—Strong=Shaded.

The areas that have been under the cold waters of the seas in the Torrid and Temperate Zones since the formation of the Oceans = Terrestrial Brace.

"R"—Black=Rigid.

The Frigid Zones that have been exposed to the universal cold since the formation of the earth.

RIGID = ■ STRONG = ■ WEAK = □



DIAGRAM OF TERRESTRIAL TRUSS.

The cause for elevating the Mountain Ranges was the excessive strength and weight of the Ocean areas over that of the opposed land areas. Combined with the general cooling of the earth with gradually decreasing size, it required an occasional readjustment. In the latter case the strong and the weak areas would have to collide, with the result that the weak areas would have to be

sphere, with the result, of leaving a crushed line (Mountain Range) along the junction of the differentiated areas. The amount of crushed and folded mountains along the various lines of the circumference of the earth should practically agree. To supply those conditions we find rocky ranges promiscuously scattered in land. Volcanic Mountains are not included in these hypotheses.

Force	Oceans		Brace Strength	Mountains	Elevation
WW	N. Pacific	wide	8000—double	Rocky	14,000
RW	N. Pacific	long	9000—10000	Alaska	20,000
RW	S. W. Pacific	long	8000—double	Andes	25,000
WW	N. Atlantic	wide	4000—7000	Appalachian	6,000
RR	Atlantic	long	12000	Pole to Pole	Glacier
RW	Indian	long	8000—double	Himalayas	29,000
WW	Indian	wide	4000—5000	Bruce	4,000

These remarkable coincidences will go far to prove the general theory.

crushed and folded along the contact line, by the gravitational force of the strong area.

I believe I am justified in stating that search for the solution of those difficult problems the elevation of the mountains and the Glacial Period, was chiefly made through the agencies of the atmosphere and heat with no success.

The most extensive and highest mountains and plateaus on the earth are at the weak end of the Indian Ocean Truss, covering over a million square miles of area reaching elevations of three to five miles. A chart of the mountain ranges of the earth made along these lines would dispel all doubts of the true principles of the hypotheses.

The General Plan Evolved in Elevating the Mountain Chains

1st. The differentiation of the crust of the earth into three parts: Weak, Strong, and Rigid.

2nd. The contraction of the earth by secular cooling.

3rd. The collapse and change of the globe to a reduced sphere, by reason of expulsion of internal heat, and overloading the ocean areas.

4th. The collision of the differentiated areas and acquiring their respective positions in the reduced

When the two differentiated parts of the globe occupy a certain area and by reason of a required change in the area size, on account of the globe being reduced to a smaller diameter by cooling, the stronger area will retain its size, while the weaker will be crushed to the amount of the reduction made. The strength of the Brace prevents it from breaking in the collision while its weight accomplishes the rest.

Shrinkage

I wish to point out my conclusions about the shrinkage. I find the shrinkage of the circumference of the globe to be about 270 miles, say one per cent, or one foot to one hundred feet; scarcely noticeable without an instrumental test. To secure the extraordinary force necessary to elevate the mountain ranges it was only necessary to comply with the natural laws. By confining the one-third (ninety miles) shrinkage to one spot, as at the Himalayan Mountains, there would be ninety miles slackage to work upon. In crushing and folding the crust at that point. The Brace length would be over eight thousand miles long by four thousand miles wide and would be rigid when the collapse occurred.

On account of the preponderance in weight and strength of the "S" area over the "W" area, the latter would




RIGID =  STRONG =  WEAK = 



DIAGRAM OF TERRESTRIAL TRUSS.

have to be crushed into rocky ranges along the oceans of the earth, to make room as results show.

The Great Plateaus

After the cataclysm following the collapse of the crust of the earth, when the bottom of the oceans with their immense weight of about five quadrillion tons dropped deeper into

er while the land areas were being eroded. This one truss with the poles for buttresses continued in place until over-burdened by the extraordinary glacial ice gathering. For convenience let us estimate that the cooling of the earth and the snow line continue to descend at a rate of 1000 feet in a hundred thousand years. The snow line on latitude 40 is only ele-

Height Mountain
in feet

29,000 Himalayan Range	Thibet
25,000 Andes Range	Plateau
20,000 Alaska Range	Plateau
6,800 Appalachian	Plateau

Height Plateaus
in feet

11,000 to 16,000
10,000 to 12,000
5,000 to 10,000
2,000 to 3,000

the elastic magma, the pressure would be intense. Allowing that this occurred at the Himalayas and that the weak area was crushed in to the depth of twenty to thirty miles for the first great range and the balance about sixty miles applied on still weaker areas inside.

The magma would show neither crushing nor folding like the rocky crust, but an equal amount of width or about ninety miles would have to be pressed into the adjoining magma and as a result the adjacent land surface would have to be elevated into the real plateaus.

I will point out a few to show their coincident connection—

The average ratio between mountain and plateau is nearly 2 to 1 which seems generally to prevail, and goes far to strengthen the theory. By these principles the mountains are elevated by tangential force and the plateaus by radial force.

[PLATE TWO]

The real Terrestrial Truss, with the South and North Poles for buttresses:

- "W"=White=Weak.
- "S"=Shaded=Strong.
- "R"=Black=Rigid.

The "S" Brace with the rigid buttresses=the real Terrestrial Truss=

The Atlantic Truss, the only one in the world.

It appears that the cause of the glacial period was the Atlantic Truss. After the formation of the Oceans the Ocean areas continued to grow strong-

er while the land areas were being eroded. This one truss with the poles for buttresses continued in place until over-burdened by the extraordinary glacial ice gathering. For convenience let us estimate that the cooling of the earth and the snow line continue to descend at a rate of 1000 feet in a hundred thousand years. The snow line on latitude 40 is only ele-

THE GLACIAL PHENOMENON

The Glacial Phenomenon is caused by the same mighty forces that elevated the great rocky ranges. When the crust lowered by shrinkage, to a smaller sphere, the strong Atlantic Truss retained its size area, while the weak parts were crushed to make room for the former. The Atlantic Ocean area, being rigid from Pole to Pole, that is from the Arctic to the Antarctic, the opposite side of the globe, being weak, was crushed and folded to accommodate the size of the contracted sphere. The result would be that the Atlantic belt would remain in place and occupy the snow belt down to the 38th latitude in places in the renewed sphere; while the weak side opposite the Atlantic would naturally fall into the temperate area and have no glaciers. This showing fulfills the conditions presented.

It has been shown by geologists beyond doubt, that the glaciers covered the areas on each side of the Atlantic from the 38th latitude, American side up to the Frigid Zone. Reliable estimates place the glacier area at 2,000,000 square miles on the European side and 4,000,000 miles on the Amer-

ican side, while the balance of the two-thirds of the Temperate Zone around the earth was free from the glacier ice. For a time, when I discovered that the Pacific area was not affected, I was much disappointed. It appeared to upset my theory. After looking into the matter and finding that 1500 miles of the north end of the Pacific at Alaska was weak I was satisfied.

The Glacial Period

In regard to the long time occupied in the declining age of the Glacial Period, I believe a scientific examination of the McKellar Pot-Holes would be helpful. They occur about $1\frac{1}{2}$ miles north of the Middleton Station, C. P. R. west of Little Pic River, Lake Superior.

They were discovered by the late Donald McKellar in 1875 and examined and reported upon in 1876 (by myself) in (Bull. Geol. Soc. Am., Vol. 1). There are about fifty Pot-Holes exposed from two to thirty feet in diameter. The Pot-Hole Mountain is nearly two hundred feet high with the Pot-Holes here and there from Pot-Hole Lake, at the bottom up to within twenty feet of the summit.

The holes are generally smooth and round and partly filled with boulders and gravel. I went down in the twin holes, ten to fifteen feet deep. Each measured about six feet in diameter. The country back with deep valleys show that it required centuries to accomplish the work.

[PLATE THREE]

A diagram showing a slice of the North end of the earth, about the 50° Lat. Mid Temperature Zone.

Also showing the extent of the glacial area on each side of the Atlantic Ocean.

The White indicates the Oceans and the Black the ice and glaciers.

J. W. Dawson, L.L.D., F.R.S., after reviewing the condition of the Glacial Period, stated as follows: "The pictures which these changes present to the investigator is one of the most extraordinary in all geological history."

The Shifting of the Poles

Allowing that my theory is correct in the differentiation of the rigid and weak areas the Atlantic Brace is about

2,000 miles wide and stretches from pole to pole, a distance of 12,500 miles, half the circumference of the globe. The amount of shrinkage would be over 135 miles or half of that of the area of the whole circumference of the earth. After the collapse the circumference of the new sphere would be reduced to 24,729 miles, which would shove the pole area 135 miles further westward which would double the area to be accounted for on the West side or 271 miles would be required to be crushed and folded to make room to accommodate the reduced surface. The rigid areas of the Pacific side are immense, 8,000 miles wide, but the 1,500 miles of weak areas at Alaska greatly reduced its effect. This area of Alaska has been crushed and folded to take up the slack of 271 miles mentioned. Take, for example, on Siberian side of Behring Straits the Great Stanovoi, and the Kamtchatka Ranges, and on the American side the Rocky Mountains with the Alaska Range. Take also in the middle between the 10,000 feet plateau and the many great mountains 15,000 to 20,000 feet elevation, as the St. Elias, MacKinley, Logan, Fairweather and many others. Again the sag in the Atlantic would be sure to displace the Pole.

The principles as presented seem to be true and I will leave it to others more capable than I to work it out. I wish to close this paper with a few remarks.

If the paper contains matters that will be valuable in directing thoughts to make valuable discoveries I will be fully repaid for my trouble.

I have gathered information from numberless written sources. If I have infringed upon the rights of any one I sincerely apologize for it.

In writing this paper I have received help and encouragement from many friends, all of which I appreciate. I must refer specially to the Late Dr. Robert Bell, F.R.S., of Ottawa for his genuine kindness to me in Geological matters in early days.

PETER MCKELLAR.

Author's Note — The figures and amounts given in the above article to elucidate the hypothesis are only estimates.

PLATE III.

ICE = WATER =

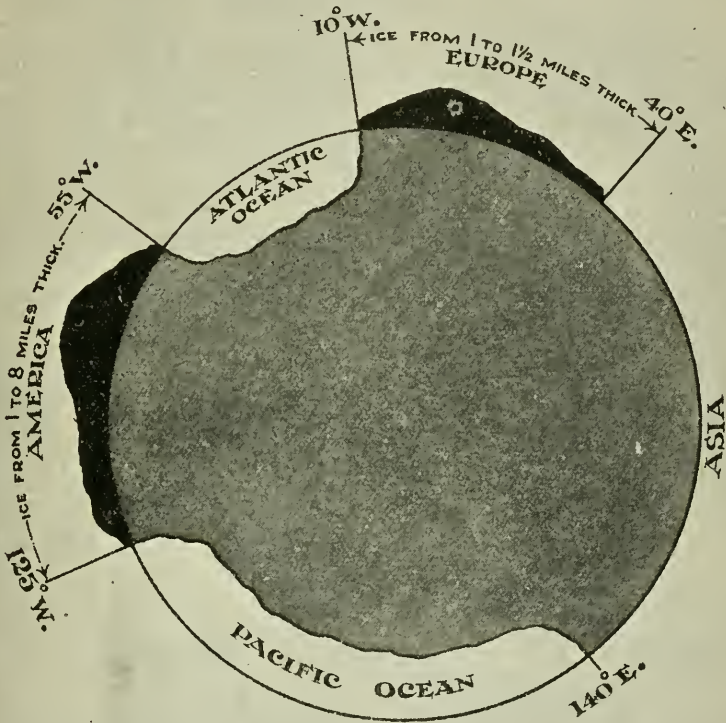


DIAGRAM
OF
TERRESTRIAL TRUSS.

Opinions from Prominent Scientists on Important Geological Problems

BY F. A. POUCHET, M. D., 1882

Mountain Builder

“Torn from the depths of the crust of the earth, and forcibly upheaved above the clouds by a formidable power, the lofty mountain systems of the globe, such as the Alps and the Cordilleras, astonish us by their mass and their elevation.

“But there are others, which, though less gigantic, have quite as marvellous an origin, although of a different kind: these are the mountains of shells. ‘The exuberance of life in the ancient oceans surpassed everything that we can imagine.’

“The geological chalk formations which here and there rise in long chains of mountains, are due to A 1 similar agglomerations of animalcules with calcareous shells, and in spite of the size of the layers, are nevertheless composed entirely of the debris of microscopic Foraminifera.

“The imagination is awed when it tries to realize the power of organic life which produces such masses by the simple agglomeration of creatures almost invisible.

“The shells of the microscopic molluscs which comprise mountains are only formed of carbonate of lime and so extremely small that it has been calculated it would require about 10,000,000 to make a pound of chalk.”

MANUAL OF GEOLOGY

By Jas. B. Dana

On Pages 722-23 and -24 Elevations of mountains has been presented from different view points. There are references here and there to lateral forces powerful Agencies and adequate force to elevate the mountain ranges. A 3 He states: “Elevation of Mountains. The force engaged in

producing the great systems of plications over the earth is sufficient for the elevation of mountains of all heights.”

It appears then, that the tension within the crust continued accumulating through long intervals, before it reached that degree which was sufficient to bring on an epoch of plication.

LYELL'S ELEMENTS OF GEOLOGY

“Yet persistent as may be the A 2 leading features of land sea on the globe, they are not immutable.”

Little as we understand at present the laws which govern the distribution of volcanic heat in the interior and crust of the globe, by which mountain chains, high table ends, and the abysses of the oceans are formed, it seems clear that this heat is the prime on which all the grander features in the external configuration of the planet depend.

AMERICANA

Mountains Vol. X.

“The most prominent and the greatest number of mountains in the world are formed by the foldings of the earth's crust. Various theories A 4 have been advanced regarding the causes of the mountain folds. It is generally accepted that heat has had much to do, etc., yet so little is known, that no theory yet advanced can as a whole be accepted.”

Quotation from the “Ice Age”—
A 5 “The majesty of the Ice-movement is equalled only in the movement of the forces of Astronomy, or in that of those which have elevated the mountain ranges on the surfaces of the earth.

B 3 "The Ice Age"—The cause of the Glacial Period seems unsatisfactory; the justification is that the present knowledge of the whole subject is in an extremely unsatisfactory condition; and in this, as in other things, the first requisite of progress is to squarely face the extent of our ignorance upon the question. The causes with which the glacialist deals are extremely complicated and yet they are of such nature as to invite investigation, and to hold out the hope of increasing success in mastering the problem. There is opportunity yet for some Newton or Darwin to come in to the field and discover a clew with which successfully to solve the complicated problem which has so far baffled us."

B 6 **Supplementary Notes by W. Upham.** He states: 21 years since writing this and no real change required with the exception of Chamberlain and Salisbury Carbon Dioxide theory.

"Almost inconceivable geologic deviation divide the Permian and Pleistocene Ice Ages.

B 7 **Re Glacial Phenomenon.** Chamberlain and Salisbury estimate extension of the Glacial from Labrador to Illinois—1600 miles. W. D. Upham estimated the thickness of the ice at three miles.

Professor Hitchcock estimated the thickness of the ice to be eight miles thick over the central part of Labrador.

The Thunder Bay Historical Society

Thirteenth Annual Report



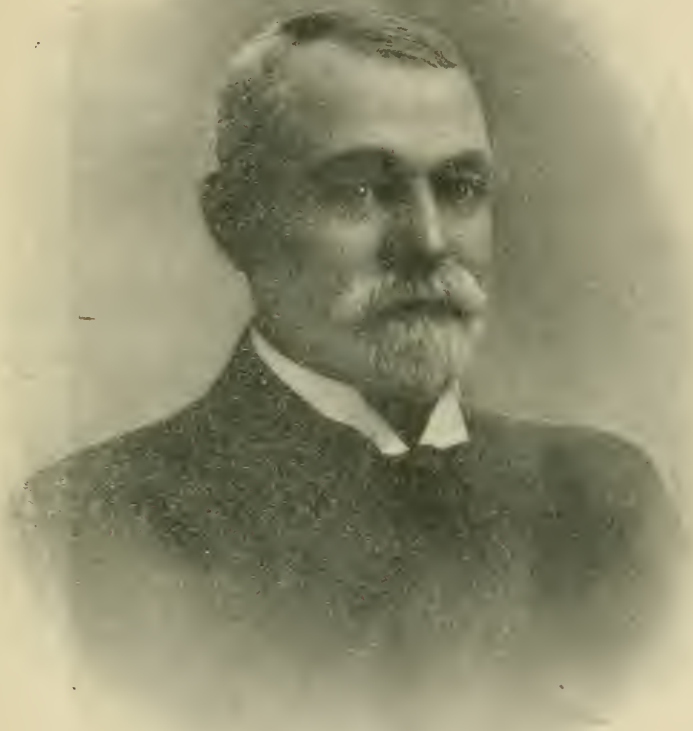
PAPERS OF 1922

The Thunder Bay Historical
Society

Thirteenth Annual
Report



Papers of 1922



Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

Thunder Bay Historical Society

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Honorary Patron and Patroness	-	Mr. and Mrs. N. M. W. J. Mackenzie
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Mrs. John King	Mr. C. W. Jarvis	Major W. J. Hamilton

AUDITORS

Mesdames George A. Graham and Peter McKellar.

Secretary-Treasurer's Report

MISS M. J. L. BLACK

Oct. 1, 1922.

Mr. President and Fellow Members:—

I have the honor to present the following report for the year just closing.

Three regular meetings were held, at which the two papers, which are to be published in this annual were read. We have twelve paid up members.

We regret to have to report the death of three of our faithful members, Mr. and Mrs. A. L. Russell, who died in Ottawa, and Dr. E. B. Oliver. The first two were chartered members, and Mr. Russell was our vice president for many years. Dr. Oliver united with us when he first came to the city, and was a most regular

and helpful attendant at all our meetings.

We have received the following donations and exchanges, Annual report Women's Canadian Historical Society, 1920-1921; Minnesota History bulletin, 1921-22; Minnesota History Bulletin, August 1921; Canadian Historical Association report, 1922; Canadian National parks publications: "Lake Erie Cross, Port Dover," Guide to Fort Chambly, Que.", "Guide to Fort Anne, N.S."; annual report Western Reserve Historical Society, 1922; photograph of Neebing Hotel, in 1877, given by Miss Ketch of Thessalon.

All of which is respectfully submitted.

M. J. L. BLACK,
Secretary.

THUNDER BAY HISTORICAL SOCIETY

Financial Report Receipts

Oct. 1, 1921—

Government grant	\$100.00
Membership Fees—	
Mr. and Mrs. F. C. Perry	\$ 1.50
Mr. and Mrs. N. M. W. J. McKenzie	1.50
Dr. E. B. Oliver	1.00
Mr. Fred Fregeau	1.00
Miss Robin	1.00

Major and Mrs. W. J. Hamilton	1.50
Mr. and Mrs. A. C. Casselman	1.50
Captain McCannell	1.00

\$110.00

Disbursements

Flowers for Soldiers' Monument	\$ 10.00
Historic Landmarks Association	5.00
Printing annual	90.00
Balance in Bank	5.00

\$110.00

A Kaministiquia Centennial

F. D. FREGEAU

It is quite probable that a large proportion of the worthy citizens of Fort William who, last year, celebrated the fifty-fourth anniversary of the Dominion of Canada were quite unaware they were also observing the centennial of another great event which took place a century ago on the banks of the Kaministiquia river. To the fur traders, voyagers, and Indians inhabiting western Canada this event was of as much importance as was the signing of the peace between the allies and Germany-Austria, for it marked the disappearance of the Northwest Fur Company of Montreal through amalgamation with its old rival—the Hudson Bay Company of England. Peace had been signed, and the long, intense trade war between the two great fur companies was now over.

It is just one hundred years ago—to be exact, July 1st, 1821—since Nicholas Garry; deputy governor of the Hudson's Bay Company, arrived in Fort William accompanied by Wm. and Simon McGillivray, two of the principal partners in the Northwest Fur Company.

To explain the presence of those lords of the fur trade in Fort William at that time it is necessary to go back a few years and relate the circumstances as to how and why it came about.

When the competition for trade between the Hudson's Bay Company and its strenuous younger rival, the Northwest Fur Company, became so fierce and rose so high that it culminated one day in the killing of twenty-one persons on the site of the present city of Winnipeg at the hands of a party of Metis, headed by Cuthbert Grant, a young Scotch half breed (Metis) of good education, who was highly regarded by the officials of the Northwest Company, and through the capture of Fort William, in retaliation by Lord Selkirk in 1816, affairs were

brought to such a condition that ruin stared both companies in the face.

The fur trade was being conducted in a highly wasteful manner. When one company opened up a new post at some promising point in the far west, another trading post, conducted by the opposition would be established on the same spot in a short time. Instead of remaining at their posts and allowing the natives to bring in the fur themselves to trade, as had been the custom, each trader sought to outwit his rival by sending out runners to hunt up the fur hunters themselves. Some of the more unscrupulous traders even went so far as to beat up and rob their rivals of valuable furs by brute force. It sometimes happened that an Indian who had been accustomed to trade with one company would refuse having anything to do with the other, but that objection would be soon overcome by the judicious use of a little rum. A couple of stiff drinks, and the native would promptly dispose of his furs, and would then want to sell his squaw, children, and even his own soul to obtain more rum if possible.

Such, then, was the condition of the fur trade, when to save themselves from more heavy losses, negotiations were instituted between the two rival companies which resulted in the exit of the Northwest Fur Company, and the appearance in 1821 of the new alliance under the name of the older company—The Hudson's Bay Company.

It was immediately determined that the representatives of each company should promptly proceed to the Indian country to put into effect the new arrangements, and the appointments of factors and traders to their different posts.

Simon McGillivray, of Montreal, one of the principal partners of the Northwest Company, and Nicholas Garry,

of London, Eng., deputy governor of the Hudson Bay Company, were the persons appointed for that purpose.

The party, which was composed of Mr. Nicholas Garry with Simon McGillivray and his brother William, left Lachine on May 27, 1821. Each official had a body servant to prepare his food and look after his personal comfort. Their conveyance was what Mr. Garry calls a "light" canoe, that is one which did not carry freight. In reality it was a craft of tremendous size, compared with those of modern days. Their canoe was thirty-six feet long with a width of six feet, and could carry 9000 pounds, and was manned by a crew of thirteen sturdy French Canadian voyageurs and one Iroquois Indian. Sault Ste Marie was reached on June 25th.

At three o'clock in the afternoon of Sunday, July 1st, 1821, the party landed at Fort William and were welcomed with a volley of yells from the Indians and a volley of shots from the guns of the Canadians. A more subdued greeting came from the traders and factors who had assembled there from the many different posts from Lake Superior, westward to the Rocky Mountains, to meet the great men—the rulers of the Western British Canada.

Mr. Garry stayed in Fort William three weeks, and by his account his sojourn here was very little like a bed of roses, as it appeared that a number of Northwest partners were reluctant to sign the new agreement. The chief factors refused to allow the common chief traders to sit in council with them. The apportionment of posts was another subject of dispute. It was not until the 11th of July that Mr. McGillivray informed the deputy-governor that the Northwest partners were ready to sign the covenant of the new company.

"Considering the best plan to open the business of the new concern was to have a general meeting," writes Mr. Garry, "I mentioned my intentions to the chief factors. They, however protested, it being a bad precedent in admitting the chief traders. On communicating this to the McGillivrays, Mr. Simon McGillivray im-

mediately found out that the commissions stated the factors were members of "Councils in Rupert Land" only. Thus no meeting in regular form of council could be convened. Much discussion took place on the subject. At length, after a great deal of reasoning with the chief factors, they all declared through a deputation, excepting three, that any suggestion from me as to their posts, would be attended to—and all this in a conciliatory, proper manner. Thus they were appointed and every difficulty here removed. On Thursday July 12, a meeting or council was to have been convened, but the papers and arrangements of posts not being ready, it was put off till the next day—Friday, 13th of July. Some of the partners, (Catholics), disliking the day, considering the day ominous, hinted they should prefer Saturday. The chief factors protested against the traders attending the meeting. Mr. Simon McGillivray pointed out that the commissions were so worded that they (the chief traders) were only members of the council in Rupert's Land, and thus no regular meeting could be convened. On looking at my own I found my commission was to the same effect. Thus I have no power here, and every act is on my own responsibility."

Nicholas Garry seems to have been a man of determination with a gift of diplomacy, for despite other bickerings inside of a week he had "fixed" all those touchy Nor'westers with appointments to the various posts for which Fort William was the headquarters.

Among these appointments are some which may be of interest to the present generation.

Fort William—Alex. Stewart, Chief Trader.

Lake Nipigon—Roderic McKenzie.

Pic River — Alexander McTavish, clerk.

Michipicoten — Donald McIntosh, Chief Trader.

Lake Huron—Jno. McBean, Chief Trader.

An interesting event in the early days of Fort William is thus described by Mr. Garry: "We had today

Saturday, July 7th, the ceremony of the two chiefs offering their presents in the great hall, and receiving a return. The chiefs, preceded by an English flag, marched into the hall, accompanied by all the tribes. They immediately arranged themselves, and then commenced smoking.

"After Mr. McGillivray (considered as their great father) and myself had seated ourselves the chiefs desired their presents to be spread out. They consisted of twenty very fine beaver skins. One of the chiefs then rose and, really in a very graceful manner, made a speech.

"He said he regretted that a more able person than he was not the chief—one who could better express his attachment, and that of his children, to their great father. His tribe had been afflicted with sickness and this would in part account for the few people he had brought with him, but there was another cause which he even more regretted which was that a blackbird had decoyed away some of his followers. "As long as the mountain remains fixed," he said, pointing to a very high mountain which is near Fort William, "so long would he and his followers remain true to his great father." The blackbird had whispered to him that an alteration would take place in the trade, but he did not believe it, and relied on his great father."

"Mr. McGillivray then replied to him, saying that he was happy the Indians had fulfilled their promise in paying their debts; regretted the sickness, and that the blackbird (the Americans) had decoyed away some of his people, that the Northwest Company had certainly united and would become one company, but that this would make no alteration in their dealings with them.

"After this Mr. McGillivray's presents were brought in, which consisted of two red coats faced with blue and gold braid, a round hat, and a shirt. These they at once put on, undressing in the most formal way, without changing a muscle of their faces. Then rum and tobacco, in considerable amount, was divided among them. After this they gave Mr. McGillivray

the pipe to smoke, and then departed. They are of the same tribe of Indians which we have met throughout our whole journey—the Chippeways. They are a fine looking people; one of them—a very handsome man and a great dandy—was very much painted in red and white. In his ears were large round earrings, and rings in his nose. His hair was worn in a tail behind, and plaited in long strings in front which were joined by silver clasps. Another one of them is supposed to have murdered his father, mother, and the whole family, consisting of ten persons in all; he had denied the act, but there was no doubt on the subject. If anything could make the crime more diabolical it was that he had murdered his father, led on by hunger, that he might feed on the body, and the rest of the family that the crime might not become known. He had blackened his face, pretending to mourn the death of his family. In the evening, all the Indians got very drunk, and the chief brought some into the fort to prevent them being killed."

"On the following day the Indians at Fort William presented a war dance. The chief, dressed in his new red coat, faced with blue, and laced with gold tinsel, entered the fort, followed by the whole band. They were almost naked, and had their bodies painted in a most fantastic manner; some, who endeavored to represent wild beasts, had on their heads the skin of a wolf, fox, or deer. One man was entirely naked, with his body painted to represent leather. Their faces were painted vermilion with black stripes, and they danced to the beating of a drum performed by the old men of the band. It was a dreadfully hot day, and they appeared quite exhausted, the dance being entirely muscular, or rather an exertion on the muscles, throwing themselves on their hands, then raising the shoulders, then one leg. They danced about an hour and then retired."

It took three weeks to settle the contentious matters between the chief factors, traders and the deputy governor, and Mr. Garry seems to have got somewhat "peevish" for when he took his departure for the interior on July

21st, he remarks: "Left Fort William, and never in my life have I left a place with less regret. Mr. McGillivray accompanied us as far as Mountain Portage (Kakabeka Falls).

"Our canoes are much smaller than the Montreal Canoe, and are called the 'Canoes of the North' and the name of 'Voyageur du Nord,' or 'Men of the North,' is given to their crews who, from long experience, and being more inured to the changes of climate, fatigue and privation, are more hardy. Our canoe is almost twenty-five feet in length, four feet six inches wide, and weighs about two hundred and fifty pounds. We started about 10 o'clock and at 12 o'clock passed Point Meuron, a post built by Lord Selkirk for the Hudson Bay Co. The river we are on now is called the Kaministiquia or River of Islands. It is from 1-8 to 1-4 mile in breadth. The shores are low and uninteresting, except a very fine mountain near Fort William which has no name, and is of the same character and boldness as the Tonnerre" (Thunder Cape).

For those old "voyageurs du Nord" of a century ago, whose flashing paddles, from dawn till dusk, kept time to such enlivening chansons de canot as "La belle Rose du Rosier Blanc" "En Roulant ma Boule," or "A la Claire Fontaine," as they swept along the winding streams or threaded their way through the island studded lakes of the northwest, Mr. Garry had a great admiration. A few days after leaving Fort William he writes: "An instance of the fine manly character of the Canadian voyageur, a power of enduring hardships under the most severe privations, occurred today. By an omission at Fort William, no provisions were put in the canoe for them, and they had actually, in this country of portages and difficult marching, nothing to subsist on but hard Indian corn which they had not had time to boil, thus going through labor, which, without seeing it, could

not be imagined the human form could support. Not a word of discontent was uttered but they continued polite, obliging and singing their lively animating songs to the last." The worthy deputy governor naively adds, "We had, fortunately, plenty of provisions for ourselves."

"In conducting the canoes into the interior, several thousands of miles, the voyageur actually exists on Indian corn, without spirits, and no liquid but water. All is life, animation and anxiety as to who shall lead the way with our party. The men, who are now called "northwest men" held in great contempt those voyageurs whose journey finishes at Fort William, and who are known as "Mangeurs de lard," or pork eaters, so called from their food, consisting of pork which they mix with their Indian corn."

"The crew of our canoe consists of a guide, a steersman and six paddlers. In the morning before daylight the tent is struck, and you are left without covering to dress as well as you can, on account of the tent poles being placed on the bottom of the canoe before anything else. Mr. McGillivray's crew consists of pork eaters or Montreal men (as he intends returning to Montreal). There was much emulation between the two crews, but we had the advantage, which was satisfactory to me. The rivalry between the two crews can hardly be described, but our men (norwesters) had so much the advantage that Mr. McGillivray was obliged to take an additional man at Rainy Lake."

From Fort William Mr. Garry proceeded to Red River, and thence to York factory, in the Hudson Bay, via the Nelson River, which he reached on August 20th. He took his departure from that place, on the H. B. Co.'s ship Eddystone on Sept. 4th, and arrived in London Nov. 1st, after almost six months of continuous travelling.

Points of Interest on the Northern Shore of Lake Superior

The following notes were written by Mrs. William Ketch, about 1877, and were passed on to the T. B. H. S., with a photograph of the old Neebing Hotel by her daughter. Mrs. Ketch died in Thessalon, Ontario, in 1918.

"To the tourist seeking health or pleasure we would advise a trip on Lake Superior in one of our fast sailing comfortable steamers, "Quebec" or "Francis Smith" preferred.

After leaving Sault Ste Mary, the first place of interest is Point Aux Pins (point-o-par), a pretty fishing post, noted, as the name suggests, for its very large pine trees.

Next is Batch-a-wan-ning, which owns a saw-mill and, we learn, has a small copper mine convenient to it.

Then comes Mich-i-pi-cotten Island, which boasts of a lighthouse and Fog Bell. Beautiful agates are found in abundance on its shore.

Slate Island noted for its mining and fishing.

Neepigon River remarkable for its beauty, also for the facilities it affords the visitor for hunting and fishing. Brook trout—that great delicacy—caught here in abundance.

At Red Rock (called so from its color) and noted for its cave, is an Indian Mission containing about 500 Indians.

Every Indian is paid Four Dollars annually by the Government.

On St. Ignace Island mining is carried on in a limited scale.

Next comes famous Silver Islet, perhaps the most interesting point on the lake.

It is a barren rock 35 by 55 feet, situated about one mile from the shore. On this a shaft was sunk and mine first worked by the Montreal Mining Company. Very rich silver was obtained in it.

In 1870 or thereabouts the Islet was purchased by an American company under whose management it has attained its present celebrity.

Cribbings, the length of 675 feet,

have been built around the Island, so that it now, with the water enclosed, covers a space of nearly eight acres.

On the cribbings five large houses have been built, besides the shaft, engine house and office—four houses used as boarding houses.

About 100 men are employed in the mine—a tug running between it and the Main Shore to accommodate the men living on shore, and take in the silver rock to be stamped. No visitors allowed on the Island without a permit from the Captain. Although this gentleman occasionally presents the visitor with a specimen of the silver bearing rock—no other specimens are allowed to be taken from the Island. The miners are searched before leaving—being obliged to take off their boots to show that no silver is concealed therein.

The stamps are situated on the Main Land—were built '74. On an average they stamp 60 tons of rock a day.

Passing through two rock crushers into ten batteries—five heads to each battery—then on to the washing machines, two machines to each battery dressing about nine tons of ore each week. After washing, the mineral is shoveled into barrels ready for shipment. The scenery on the whole of the Northern Shore of Lake Superior is simply magnificent and wonderfully diversified, being a succession of mountains, promontories, bays, capes and islands.

Between Silver Islet and Prince Arthur's Landing the grand Thunder Cape, 1,350 feet in height with its unbroken cliffs extending seven miles, juts into the lake.

It looks like a grand colonnade beyond which we see the dark blue waters while on the other side rises mountains one above the other till their outlines are dimly traced against the sky.

Prince Arthur's Landing, twenty-two miles from Silver Island, is pleasantly

situated on a rise of ground on shore of L. S.

Having no natural harbor, a break-water is to be constructed to form one. At present the docks, built by means of cribbings far into the lake serve as a shelter in time of storm. The town boasts of two first class hotels—"Pacific" and "Queens." Those patronizing the former can depend on good treatment, and from both host and hostess every attention that can increase their comfort or contribute to their pleasure.

The future of the place looks promising owing to the discovery of a valuable Silver Mine in the vicinity; also the prospect of its being the terminus of the Canadian Pacific R. R. a small place six mile distant, known as the Town Plot, disputing with it the honor of the terminus. The question will doubtless soon be settled by act of parliament.

A few miles from the Landing, at the mouth of the Kaministiquia River is Fort William, an old Trading Post of the Hudson Bay Company, and here let me say that nowhere on Lake Superior can a more magnificent view be obtained than in the vicinity of Fort William.

Before it, Pie Island looks like an immense tower or castle, rising out of the water to the height of nearly 900 feet—on the west McKaye mountain, 1,000 feet, overlooks the beautiful Kaministiquia, winding as it does and emptying its waters through three mouths into Lake Superior—hence its name, which, in the Indian language signifies "winding channel with many mouths"—forms a picture.

The mouth of the river is shallow and sandy, so boats drawing much water are unable to enter. At present dredges are at work and it is hoped that it will soon be all right. Just now the question agitating the minds of all interested in the places is, "Which would be the cheaper, to dredge the mouth of the Kaministiquia or build a breakwater at the Landing?" As I have not given the matter very serious thought I shall not attempt to settle it for them.

Twenty-six miles from the mouth is the celebrated Kakabeka Falls 184 feet high. Below the falls the rapids extend a distance of ten miles. Tour-

ists wishing to visit the Falls can ascend the river to the rapids in tug M. I. Mills, Cap. Cousins, after which they enter canoes guided by Indians through the rapids to the Falls.

About six miles from the entrance we pass that greatest of government swindles, the Neebing Hotel, with whose history the reading public is familiar. Farther up on the opposite shore is the Indian Mission established by Jesuit Fathers in 1843 and in charge of them and "Daughters of Mary." The latter order was founded by some noble French ladies, who during some religious persecution in France were obliged to dress in secular clothes. They have not adopted any particular style or habit since, consequently unlike other religious orders they dress plainly in prevailing styles, and look like happy old maids. Through kindness of Superioress, Miss Martin, we were shown through the Convent, Church and Schoolhouse. As school had closed we did not hear the Indian children sing, which, we were informed, they did very finely. A mile from the Mission is the Town Plot—near it the Indian Reserve, six miles square. The Indians are partly Ojibawa and Ottawas. The Chief "Blackstone," a noble warrior, frequently visits the Town Plot and Landing dressed in Indian costume, his black hair adorned with plumes. He creates no little sensation wherever he appears. He boasts of plenty of land and "five squaws" and thinks that with the honor of being wife of a chief, sufficient to induce almost any girl to be Mrs. Blackstone No. 6.

The Kaministiquia is a beautiful winding stream, at every turn giving one a new and delightful surprise at the beauty it unfolds. To the courtesy of Cap. Cousins in answering questions regarding the country, kindness in pointing out places of interest and giving us an opportunity of visiting them and with his never failing good humor passengers are indebted for much of the pleasure of a trip up the Kaministiquia River.

A run of eighteen hours from P. A. Landing brings us to Duluth on the Southern Shore. At this city those going to Manitoba take the cars for Red River Route which is much shorter than the old Dawson road, via P. Arthur's Landing, now abandoned.

The Thunder Bay Historical Society

Fourteenth Annual Report



PAPERS OF 1923

The Thunder Bay Historical
Society

Fourteenth Annual
Report



Papers of 1923

Thunder Bay Historical Society

OFFICERS 1923-24

Honorary Presidents	- - - - -	Honorable Sir George E. Foster Mr. Peter McKellar, F.R.G.S.
Honorary Patron and Patroness	-	Mr. and Mrs. N. M. W. J. Mackenzie
President	- - - - -	Mr. John King
Vice President	- - - - -	Mrs. Peter McKellar
Secretary-Treasurer	- - - - -	Miss M. J. L. Black

COMMITTEE

Capt. McCannel	Mrs. G. A. Graham	Mrs. J. M. Sherk
Mr. C. W. Jarvis	Major W. J. Hamilton	Mr. F. C. Perry
	Mr. Alex. McNaughton.	

AUDITORS

Mrs. C. W. Jarvis and Miss Pamphylon.

Secretary-Treasurer's Report

MISS M. J. L. BLACK

To the President and Members of the
Thunder Bay Historical Society,

Sir, and Fellow Members:

I beg to report that during the year, we have held four regular meetings all at the home of the President:— On Oct. 27, the speaker was Mr. McKellar whose paper was on "The Little Pic Silver Mine." This paper was continued on Dec. 29th. On July 9th, 1923, the speaker was Capt. McCannel, his subject being, "Shipping on the Great Lakes." (By the speaker's request this paper will not be published until next year.) On September 29, a paper was provided by Mr. Alex. McNaughton, in the form of a chapter from the work of Professor H. R. Hind, on "Exploration in the Kaministiquia Valley in 1857." Captain McCannel also sent us a reading, covering the "Log of the S. S. Rescue, on its first trip into Lake Superior, in 1858."

We have a paid up membership of 13.

It is with great regret that we note the loss of one of our most faithful and popular members, in the person of Mrs. F. C. Perry. She was a chartered member and always showed the greatest interest in our work. She will long be missed by us all.

The Society was fortunate in receiving from Capt. McCannel a set of photographs of four of the earliest boats plying to Thunder Bay, the Algoma, the Ploughboy, the Waubano, and the Cumberland. We have also received in exchange various interesting and valuable reports, and annuals.

Respectfully submitted,

M. J. L. BLACK,
Secretary.

THUNDER BAY HISTORICAL SOCIETY

Financial Statement

Receipts

Oct. 1, 1922—	
Balance in bank	\$ 5.00
Government grant	100.00
Membership Fees	11.00

Mr. J. M. Sherk
Mr. Fred Fregeau
Miss Robin
Capt. McCannel
Mr. and Mrs. C. W. Jarvis
Mr. and Mrs. G. A. Graham
Mr. and Mrs. John King
Mr. and Mrs. Peter McKellar
Miss Black

\$116.00

Disbursements

Affiliation fee to Canadian Historical Society	\$ 5.00
Printing Annual Report	32.25
Oct. 1, 1923, bal. in bank.....	58.75
	<u> </u> \$116.00

The Little Pic Silver Mine

by PETER McKELLAR

REPORT OF THE DEVELOPMENTS TO THE HON. WM. CAYLEY AND ASSOCIATES

Sirs:

I have the honour of reporting to you as follows in reference to the developments of the Little Pic Locations.

According to Agreement on receipt of the first instalment of \$500.00 cheque from you, I procured 12 men and supplies and started on the 12th of June last from Fort William on Tug Watchman (specially chartered for our use) to the Locations; which are distant from Fort William about 150 miles—arriving at our destination on the 14th. We worked steadily without intermission until the 21st of August last when work was closed. I returned with all hands and 22 barrels of ore as sample of that from No. 1 Shaft, in the same Tug with Schooner "Mary-Ann" in tow, sent specially to bring us back.

We opened and mined in one Drift and four Shafts besides making some 25 cross-cuts in the overlying drift or earth, covering a mile in extent along the vein; for the purpose of tracing it as it had been exposed on high places only, and at long intervals. One Shaft 6 by 12 feet was sunk 2 to 3 feet, one 7 by 8 was sunk 6 feet, one 8 by 10 feet was sunk 13 feet and the other or No. 5 Shaft on 49, 6 by 11 feet, was sunk to the depth of 31 feet, and well timbered with a good windlass in position. The Drift was driven 27 feet from the place of beginning, getting 8 feet under cover. At 10 of the cross-cuts the rock was not reached owing to the depth of earth. At two or three other veins it is from 6 to 8 inches in width but in most places it is over 3 feet wide and in many, over 6 feet. The vein is subject to decomposition at surface, so that with a few exceptions, we were unable to reach the solid though we fol-

lowed it down in many places 5 to 6 feet in the glacier between the two walls. Wherever we blasted into the solid lode we found the argentiferous ores in considerable quantities. And, at each place in sinking we noticed a decided improvement in the ore both in quality and quantity, and in the deepest shaft near the bottom we discovered native Silver in thin leaves and fine particles through the vein-stone.

About nine tons of ore was assorted—3 at the Drift and 3 at each of the two deepest Shafts—of course, only a portion of what was taken out. Over two tons of that from No. 1 Shaft was packed to the Shore and brought away to have it tested. One of the barrels contains about 400 pounds of the Argentiferous compact zinc ore from the bottom of the 30 feet Shaft. An average specimen of which (about 4 pounds) was pulverized and an average sample taken by Mr. Chiddey (assayer of the Duncan Mine) it yielded silver \$13.12 per ton. A sample of the galena ore (of which there is a considerable quantity) from the bottom of the same shaft was tested by Mr. Chiddey and after separating the gangue by washing it yielded \$124.25 per ton, of silver besides that the lead would be worth \$50.00 to \$60.00 per ton; so that the ore after washing would be worth about \$200. per ton. The galene at surface in this Shaft yielded \$22.00 of silver to the ton while as above shown at 30 feet yielded \$124.25. Again the native silver is showing in fine particles at the bottom while at surface none was seen, besides the quantity of ore is much greater below; therefore, there is every indication that at a greater depth it will be much richer. I have made repeated tests, with the Blow-pipe, of the ore from the different Shafts at various depths and found it always carried the silver in more or less quantities, and apparently improving in depth.

All doubts of its giving out by sinking will be dispelled, when it is known that it has been traced for about 3 miles, showing the same characteristics and ores throughout; and that it cuts the vertical strata (country-rock) at an angle of 40° with their strike, and also the intrusive dykes of trap and porphyry which in the vicinity are numerous.

On the location is a fine water-power, in the most favorable situation possible for working these ores. It is immediately adjacent to the 30 foot Shaft and could be worked at least 8 months in the year and, I believe the whole 12 months, with a small outlay in securing it from the frost.

I have brought to Toronto 2 barrels of samples, which, for your satisfaction, I propose to have examined by Professor Chapman, in order to get his opinion as to whether or not it would be advisable to have two tons of ore, now lying at Windsor, smelted, before proceeding any further.

They can be treated either at Newark, N.J., or Wyandotte, but in small parcels like this it costs \$100.00 per ton. For my part I am perfectly satisfied, without going to the expense of testing the 2 tons, that the developments should, if possible, be carried on this winter, the results already obtained, to my mind, very satisfactory. In conclusion I would say that my working on the lode this summer has strengthened me in the belief previously expressed to you, that it is a rich silver lode which only requires development to prove remunerative.

I see by an extract in the "Engineering and Mining Journal" of July 24th, from the Report of the Commis-

sioner of Mining Statistics (United States) that the "Hale and Narcross" one of the famous Mines on the Great Comstock Silver Lode, which has attained the enormous depth of 2200 feet, and of course requiring very expensive machinery for hoisting, etc.; had worked during the year 17,469 tons of ore which yielded \$295,361.12—a yield of less than \$17.00 per ton; and in some mines ores yielding much less is worked. Now when ores like this can be worked with profit in Nevada where labour, fuel, and supplies of all kinds are so much more expensive than on Lake Superior, surely we can work with profit ores of a much lower grade, being directly connected by water with numerous railway centres and large manufacturing Cities of the United States and Canada. The present summer's developments at Silver Island prove this beyond dispute for I am credibly informed that the cost of mining, stamping and separating the ores does not exceed \$2.50 per ton, the yield of the ore worked being \$15 to \$25 per ton. The shipping and further reduction of the concentrated ore will amount to a trifle on account of its richness.

We have a great advantage over the Silver Islet Company in having a great length of vein on the dry land and a good water power close at hand to drive the machinery.

I remain,

Your Obedient Servant,

PETER McKELLAR.

Toronto, 20th September, 1875.

The Little Pic Copper Mine

by PETER McKELLAR

This report is drawn up under the following heads: (1) Preliminary Remarks; (2) Site and General Description of the Property; (3) Mineral Features; (4) Result of Assays and Test in the Large Way; (5) Buildings and Mining Plant on the Property; (6) Proposed System of Working the Mine; (7) Approximate Estimates Required to Place the Mine in Running Order; (8) General Description of the Silver Lode.

(1) PRELIMINARY REMARKS:—The property upon which this report is made is traversed by two distinct metalliferous lodes. The one intersecting location K120 is a copper ore lode carrying gold and silver; the other intersecting locations V-49, V-50

and V-51; carries the ores of lead and zinc unusually rich in silver. The property is situated on the North Shore of Lake Superior nearly opposite the Pic Island and about 140 miles east of Fort William. Location V-52 fronts on a bay which forms an excellent natural harbor in Lake Superior line of steamers will call whenever business requires it. I have had very favorable opportunities of gaining information of the mineral characteristics of this as all the works were carried on under my own supervision, and I can conscientiously say that I believe it is seldom that capital is invested in mining on so sure a foundation.

(2) SITE AND GENERAL DESCRIPTION OF THE PROPERTY:— The property comprises altogether the following locations:

- | | |
|--|------------|
| (1) K-120—2½ miles N. W. of Harbor Bay | 51 acres. |
| (2) V- 49—1½ miles N. of Harbor Bay | 160 acres. |
| (3) V- 50—Adjoining V-49 on the West | 160 acres. |
| (4) V- 51—Adjoining V-50 on the West | 160 acres. |
| (5) V- 52—Fronting on Harbor Bay | 91 acres. |

Total No. of Acres622 acres.

The country is rough, rocky and mountainous, elevated in places 800 to 900 feet above the Lake. These locations have been to a great extent stripped of wood by fires, but in the vicinity are to be found patches of good or ordinary timber.

This patch of Huronian slates is surrounded on the land side by Syenitic granite, which sent arms or dykes into the slates for more than a mile from the general line of contact. I consider the geological conditions of this locality most favorable for metalliferous lodes.

It is proposed to commence the works by building the mills for crushing and concentrating the ore at the same time set a few miners to drive in on the vein from the foot of the ascent which will give 70 feet over head.

Uninformed parties might think the building of the mill premature; therefore the following reasons will explain:—

(1) A few thousand dollars expended on mining would not be likely to throw much additional light on the matter yet might cripple the concern so that the Mill could not be got into operation without an additional supply of working capital.

(2) Without milling, the ore would be valueless as the freight on the associated mineral would eat up the profits.

(3) The general showing of the lode and developments already show that there must be ore enough there to be worked out to justify the erecting of the mill.

(4) There is only \$10,000 to work upon and we want to make sure of getting the mine advanced so as to begin making returns.

There is a small sheet of water passing partly through the location, the outlet of which is convenient to the mine and presents a fall of 30 feet in 350. By building a small dam across a narrow gorge the little lake can be raised many feet and it will answer admirably as a great advantage in driving machinery and washing ore. A tolerably good wagon-road has been graded from the Copper Mine to the harbor—length 2 1-3 miles; and a winter sleigh road has been made to the silver mine, length 1 1-4 miles. The works on the two lodes in a direct line, are separated by 1 3-4 miles of a rough mountainous country and by the present roads which follow the natural valleys to the harbor and join each other a half mile from the shore, the distance between the two is about three miles.

(2) MINERAL FEATURES:— The part of the Coast on which this property occurs is occupied by Huronian Strata—metal bearing rocks of the Bruce Mine District and, according to Professor R. Bell of the Geological Survey of British Columbia and many other mining localities and I might say that they are the precious metal bearing Strata of the North Shore of Lake Superior, as all the promising gold discoveries in the District, as well as some Silver were made in the rocks; and even the other discoveries or the Thunder Bay Silver Mines, though most of them at surface occur in horizontal Strata, the Huronian underlie at no great depth and are, I believe the source of the precious ore. On the locations in question the Strata consist of fine micaceous, chloritic talcose, silicious and dioritic slates with niterstratified massive diorite—all of which are cut by numerous trap dykes of Sillurian Age; and in the vicinity of the Copper Lode, by immense masses or dykes of a coarse grained homblende rock of Huronian Age. The general strike of the formation is N. E. and S. W. with a dip nearly vertical.

The Copper lode at first sight appears to conform with the Stratification but upon a closer inspection it

shows a deviation in strike of many degrees and its dip is nearly perpendicular. A considerable portion of the vein is brecciated, pieces of talcose being inclosed in a matrix of copper ore; of which minerals the vein is principally composed—quartz and magnitic being also present in small quantities, with the exception of one place where it presents two parallel bands of ore four or five feet apart. It shows along the outcrop a width of one to three feet with stringers of quartz bearing copper ore to either side. The rich mineral varies from a few inches to two feet in thickness with in general, and accompanied by a foot or more of a lower grade ore. The vein shows rich along the length of exposure of 200 feet, and it shows equally persistent in carrying downwards the 488 lbs. mass sent to the Paris Exposition as the heaviest ore taken out from the deepest point reached or ten feet from surface. We cannot say how far the lode will carry rich at surface nor how rich it may prove in sinking but we know that there is a large quantity of ore in sight to be worked out besides the indications are favorable for and would seem to indicate the existence of ore at some place below there being a belt of rock some 20 feet wide along the outcrop shewing numerous stringers of quartz with copper ore which in all probability will join at a lower depth and make heavy bodies of ore; again it is probable that the vein will make richer near the intersections of dykes which are covered by alluvial deposits on each side of the outcrop. The dykes which cross some 400 feet to the East being very large, altering the Strata for some distance on either side both in color and texture and forming a deep valley through the mountain ranges where it passes. Veins, usually under similar circumstances, make heavy ore against such dykes or cross-courses. For example, see Works on the veins of Cornwall, or take the Wellington Mines, Lake Huron, the heavy deposits of ore were near the crossing of an immense dyke. The Wellington and the Pic lodes carry the same kind of copper ore, but that of the former carries no gold and silver like that of the latter; besides its ore is difficult to work as the gangue is composed

of quartz of the hardest kind while the Pic ore is principally associated with soft talcose state. The ore, as will be seen by the following assays and returns from Swansea, is comparatively a very rich ore of copper. The test of $4\frac{1}{2}$ tons in the rude state giving $10\frac{1}{8}$ per cent. of the metal, assaying samples giving $25\frac{1}{4}$ of the metal and a shipment of four, one-half tons in the rude state without concentration yielding $10\frac{1}{8}$ per cent. Besides that it shows a fair yield of the precious metals, ranging from \$8.00 to \$34.00. As the inclosing rocks are the true gold bearing formation of the country, it would not be unreasonable for us to look for the free gold in sinking more especially as a vein

(Heron Bay) in the same formation not 25 miles distant showed such a result, the free gold not being visible at surface. The Heron Bay promises to be a valuable mine, but at present it is not working owing to some trouble between the owners. Without reference to indication pointed out, our calculations are based entirely upon the present showing of the lode in regard to the quantity of ore; and upon the results obtained from the test of the $4\frac{1}{2}$ tons in regard to the yield or value of same.

"Account Sales of Copper Ore ex 'Cornwall'" received at Swansea from New York via Bristol and sold for Account and risk of Messrs. The Little Pic Mining Co.

No.	Purchasers	Date of Sale	Gross Weight 21C.C.Gross	Moisture Per lb.	Draftage Lb. & Cwt.	Net. 21C
36	London Copper Co.	Apr. 3rd.	4 9	5 drs.	$3\frac{1}{2}$ per 3	4
	Produce			Price		Amount
	Weight C. grs.			s. d		
	6	$10\frac{1}{8}\%$		6.8		27.11.5 6.8
	20 Casks at 4-D					27.18.1
	T. C grs.	S	CHARGES	S		
FREIGHT	5 2 0 @	407—	£10.40.1	5% primage	1072—	£10.14.2
Charges at New York,	£5.14-1	Haulage to yard	8711 Harbor Tolls at	$4\frac{1}{2}$ D—	S1711—	£6.4.11
91 days interest on above at 5% per annum						£ 4.2
Assaying @ S157						15 0
Landing Weight in and out, Crushing, Mixing, Sampling, Delivering						
Warehouse Rent						1.4.0
Sale, Commission and Guarantee	£29.18.1 @	$1\frac{1}{4}\%$				7.6
						£19.16.9
Net proceeds due June 6th, 1877						£10.01.4

SWANSEA, MAY 2nd, 1877.

RICHARDSON & COMPANY.

Assays made by Professor E. J. Chapman for Copper, Gold and Silver.

"Metallic Copper"—		Gold	Silver
First Trial	25.40 per cent.	7 cwt.	1 oz. 7 dwt. 12 grs.
Second Trial	25.14 per cent.		

Average Amount 25.27%.

The value of 25.27% ore, per ton, at the low price of 17c per lb. would be	\$85.00
Value of Gold, 7 dwt.	7.21
Value of Silver, 1 oz. 7 dwt. 12 grs.	1.59
Amount in the ton	\$93.80

Test for precious metals only by Chas. Krissman, Assaying & Mining Engineer for the Duncan Mine:—

First Trial—Gold, 1.1634 oz.	\$23.96
Silver, 7.708 oz.	10.02
Total per ton	<u>\$33.98</u>
Second Trial—Gold 0.723 oz.	\$14.89
Silver, 6.25 oz.	7.82
Total per ton	<u>\$22.71</u>

Repeated tests with the blow-pipe show that the precious metals are always present in the ore in more or less quantities at Swansea. The precious metals were not considered nor accounted for.

An approximate of the working capacity of the Copper Lode—Two men in four weeks mined the five tons sent to Swansea besides many tons of a lower grade ore left on the bank. Now, after carefully considering the matter in all its bearings I have come to the conclusion that with the mine in regular operation with crusher and concentrating Mills and the mine opened out for stoping, 30 tons of ore could be worked daily, yielding at least 6 tons of 20% concentration ore at a cost of running expenses \$750.00. Transportation to Swansea, Commission and all would be less than \$20.00 per ton. Giving a result per day as follows:—5 tons of 20% concentrated ore at 17c per lb—\$350.

5 tons of 20% concentrated ore at 17c per lb.	\$350.00
Running Expense	\$150.00
Cost of Transportation of five tons	100.00
...	
	<u>\$250.00</u>
Leaving balance clear profits	\$100.00

We propose to commence the works by building the Mills for crushing and concentrating the ore at the same time set a few miners to open out the vein. As some may think such a course premature the following reasons will explain matters.

1st. The ore cannot be sent to the market profitably until after it is concentrated or milled.

2nd. By any other course our capital would be too small to make us sure of carrying the mine so a working capital is being raised.

3rd. Owing to the general depression in money matters it would be difficult to raise a large working capital.

4th. The amount of mining done, though small, and the large amount of the ore tested along with the general showing and characteristics of the lode show that there is ore enough to

be worked out to justify the erection of mills at once.

5th. A few thousand dollars expended in mining would not be likely to throw much additional light on the matter, yet it might cripple us so that we would be unable to get the mill in operation without raising more capital.

The location is a small lake passing partly through, the outlet which is convenient to the mine and presents a fall over 30 feet in 35. By building a small dam across a narrow gorge, the little lake can be raised six feet and it will answer admirably as a reservoir for a water power, its area being about 80 acres. It can easily be secured from the winter frost. By using water power instead of steam a very considerable saving in wood engineering, etc., will be accomplished in working the ore.

APPROXIMATE ESTIMATES REQUIRED TO PLACE THE MINE IN RUNNING ORDER.

Dam and Race:—	
Dam and Work upon Race	\$350.00
Oak Lumber for Water Conductor	350.00
Iron Bolts, etc., for Water Conductor	100.00
Extras	250.00
	<u>\$1,000.00</u>

Crushing & Concentrating Mills:—

Timber for Building, 1500 feet	\$ 150.00	
Common Lumber for Building 1500 feet	150.00	
Shingles 25M	100.00	
Nails, Windows, etc.	100.00	
Water - Wheel	400.00	
Work	300.00	
Crusher and Concentrator	1,600.00	
Extras	300.00	
		<u>\$3,100.00</u>

Roads, Buildings, etc.—

Tramway, Mine to Mill	\$ 300.00	
Buildings	500.00	
Roads Repairing	500.00	
Scow	100.00	
Horses, Wagon, Sleigh, etc.	700.00	
Land that should be secured for wood and mill site	250.00	
Extras	300.00	
		<u>\$2,650.00</u>
Total Amount		<u>\$6,750.00</u>

BUILDINGS AND MINING PLANT
UPON THE PROPERTY

On the Silver Location in good order are the following buildings and Mining Plant in good order belonging to the Company's Assets—all of which can be removed to the Copper Mine:—

Engine and Shaft House, 16' x 32', boarded inside and out, with board roof.

A Dwelling House 12' x 32' of similar construction.

A five horse-power Engine and Boil-

er with the necessary material ready for hoisting.

An Ingersol Rock Drill complete with a tunnel 200 feet iron tubing and 50 feet rubber tubing, 300 feet of hoisting rope, 2 mining buckets (one water and one rock) a blacksmith's forge, anvil and other tools, 300 to 400 pounds of steel drills, half dozen picks, pick axes, shovels, one large cooking stove, half dozen mattresses, four pairs of blankets, table dishes, camp kettles and many other things useful in carrying on the Mine.

The Steamer "Rescue", a Pioneer in Great Lakes Shipping

The following historical sketch of the Str. Rescue, one of the early boats to connect up Collingwood with Fort William, is from the pen of Capt. James McCannell of the C. P. R. steamer Assiniboia.

The Rescue came into considerable prominence in 1870 when on Sept. 10th of that year she had as a passenger to Collingwood H. R. H. Edward, Prince of Wales.

The Rescue was originally a twin screw tug built in Buffalo in 1855. her dimensions being 121-5 keel, 22-9 beam and 10 feet depth, her gross tonnage being 350.

After buying it Capt. Dick had a cabin put on and fitted the vessel for the Lake Superior trade, as he had received the contract for carrying the mails for the Red River Settlement.

According to the records of the American canal office the Rescue was the first registered Canadian steamer to pass through the locks, making two round trips in July 1858.

The first trip of the Rescue to Fort William is told as follows in a letter which appeared in the Toronto Globe, but the author's name is now unknown:—

Sir:—As you have on all occasions taken a prominent part in advocating the opening up of the Hudson's Bay Territory, and the north shore of Lake Superior, I send you a log journal of the first trip of the Steamer "Rescue" Capt. James Dick, from Collingwood to Fort William.

On this trip she fairly maintained her previous reputation: for in a heavy gale of wind on the beam for many hours between Michipicoten Island and Fort William, she made her 10½ miles per hour and during the gale, was steady and free from any unpleasant motions. We left Collingwood at 10.30 a.m. on the 12th July

1858. Capt. Kennedy being in charge of the mails for the Red River settlement. We passed Cobat's Head at 5.30 p.m. Cove Island light at 9 p.m. (merely a lantern on the top of the tower visible about 2 miles on a clear night), passed between the middle and Western Ducks at 4 a. m. at easy steam, so as to enter Mississauga Straits in daylight, at 11.20 a.m. ran alongside the wharf at Bruce Mines landed mailed and wooded. Under the kind supervision of Mr. Davidson we inspected the process of extracting copper ore from the bowels of the earth. We found that it contained 4% at the mouth of the pit and 25% barrelled up in the form of paste. Sometime ago the Montreal Mining Company (owning the Bruce Mines) leased half their location to the Wellington Mining Company.

There are in consequence, within one mile, separated by a small island, two establishments, forming one considerable town. Arrived at Sault Ste Marie, Pinis wharf (British side) at 7 p.m.; landed mails and ran over to the American side for coals. At 6 a.m. on the 14th, entered the ship canal, paying 6 cents per ton lockage dues.

Mr. Simpson of the Hudson's Bay Company very politely sent with us the Captain of their schooner to pilot us through to Pine Point, where we engaged his son-in-law, Alex. Clark, as pilot, passed Whitefish Point, Lake Superior, at 10 a.m., Caribou Island at 4.30 p.m. This Island was so called from the circumstance of Capt. McHargo, who accompanied Bayfield in his survey, having on one occasion killed 60 Caribou on it. At 6 p.m. we were close to "Rescue Harbor" Island of Michipicoten. The harbor at Michipicoten is described by the pilot, who has been fifteen years on the lake, as superb, and is so laid down by Bayfield. The Island is about 16 miles by 6, covered with spruce, fir, birch, ash

and maple, the latter growing on elevated ground. There are several lakes on it, full of speckled trout, the bay is full of salmon trout and white fish. A schooner was loaded here last season in a very short time with fish taken in, and about the harbor, and the climate is said by old voyageurs to be far more pleasant during the winter than at the Sault, and other places further south, being of a drier nature." Between the Island and the main land is the most sheltered passage with two excellent harbors on each side, one at Otters Creek and the other at Michipicoten River, and harbor.

The latter place is an important port of the Hudson's Bay Company, distant from Moose Fort on Hudson's Bay, 300 miles, this has been passed over in canoes in six days. Michipicoten Island is said to contain great mineral deposits—silver, copper and lead. The Quebec Mining Company have a location here. At day-break on Thursday we passed Slate Island, and shortly after encountered a dense fog, and lay to till 1 p.m. It was two o'clock before we saw land. Passed close to Thunder Cape, a perpendicular rock rising from the water's edge 1350 feet. Anchored at Fort William situated at the mouth of the Kaministiquio River at 7 p.m. on Thursday the 15th and landed off the mail. Owing to a bar, and the shoal at the mouth of the river, we anchored about a mile from the Fort, early on Friday the 16th. Some of the party went up the river to the Jesuit Mission, about three miles where they were kindly received by the Priest.

Capt. James Dick, and Mr. McMurrich went fishing to Current River, about five miles to the north, where the speckled trout proved too large, and strong for their light rods and tackle, smashing the sops of their lines and flies as fast as they were thrown in and they had to give it up for want of material. One of the trout caught was the largest speckled trout I have seen for many years.

There are trout in this stream, and in all rapid streams between the Sault and Fort William, from 2 lbs. to 6 lbs. and if larger ones are required, at Nipigon River they can be caught

from 8 lbs. to 12 lbs. Fancy such a spot, ye disciples of Isaac Walton; speckled trout to be had for the trouble of throwing a fly; within 3½ days of Toronto, weighing from two to twelve pounds. In this are to be found beautiful specimens of Amethyst and other precious stones. The gardens at Fort William, and the Jesuit Mission are as forward as those on the north part of the county of Simcoe. The Hudson's Bay Company have a large farm, 50 cows besides horses and sheep and up the river there are other farms; they raise oats, barley and all other kinds of vegetables, and I see no reason why they cannot raise wheat. Mrs. McIntyre, the wife of the agent, was very polite, and kind, and invited us all up to the Fort—gave us supplies of milk, and vegetables.

By this route their trade is carried on to Red River. Sir George Simpson returned from Red River just before we arrived, with two canoes (9 men in each) and left again for the Sault. This bay, Black Thunder, Nee-pigon Bay, and Pie Island bay, and neighborhood, abound in whitefish and trout—10 fish frequently fill a barrel—20 as a general rule; nets should be 5½ to 7½ rich mesh. Our pilot, two years ago in five weeks, with two men filled 175 barrels. He was furnished by merchants at the Sault with barrels and salt, and \$5.00 when returned full—the rate this year being about \$4.00. Thirty barrels of white fish were taken at one haul of a seive near Fort William. We left Fort William at 8 p.m. for Grand Portage, passing McKay's Mount of Greenstone, 1000 feet perpendicular height. La Pate on Pie Island 850 feet perpendicular; this island is said to abound in lead; hardly a stone can be picked up on the shore without lead in it. On all these islands valuable stones can be picked up, fit for brooches and rings.

The channel being very intricate, and the pilot not quite posted up, we lay to till daylight, and entered Grand Portage Bay at 5 a. m. Capt. Kennedy landed here with the mails, purchased a canoe and was ready to start before we left. A nucleus of a town has already sprung up here on the United States side. After giving Capt. Kennedy a hearty shake of the hand all

round, we started homeward at 7.15 a. m. and passed Copper Harbor at 2 p.m. Manitou light 5.50 p.m., Whitefish point 6.40 a.m. and on the 18th July entered Sault canal at 10.18 a.m. Coaled on the American side and wooded on Pine's wharf, British side. Landed the mail and started at 2.45 p.m., came to the wharf at the Bruce Mines at 7 p.m.—wooded and left at 7.40 p.m., passing through the Mis-saga Straits and the channel between the middle and West Duck. On the 19th passed Cove Island light at 8 a. m.—Cabot's Head at 10 a. m. and came to the wharf at Collingwood at 6 p. m. this making the first trip, including delays and stoppages round Lake Superior, in seven days and six hours; distance run, taken from Bayfield's chart, between 1250 and 1300 geographical miles. The average speed, running time being a little over 10 miles per hour. The scenery, throughout, and specially that of Superior is magnificent, and now that the means of communication are afforded to this great, and unknown region, in a safe and commodious boat, under the care of a well-known, and experienced captain it must become a favorite route for the tourist in search of health, and picturesque scenery.

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AN INTERVIEW WITH CAPTAIN DICK OF THE S. S. RESCUE.

(Copied originally from the Kingston
Whig, into the Thunder Bay
Sentinel. of June 28, 1886.)

Captain Dick, Inspector of Hulls, was the first who navigated a steamer up to Fort William, in Thunder Bay. This was in 1858. The fact was an interesting one, and the Whig reporter meeting the genial captain at the British American Hotel had quite a lengthened interview with him about it. He said that along in 1858, a company of Toronto people was formed and a contract given to them to carry mail from Collingwood to Fort Garry, now Winnipeg. Captain Dick and his brother

went to Buffalo and purchased the Steamer Rescue, a handsome craft. The boat was originally built for service on the Florida coast, but the company who had her in hand failed, and the Dicks secured her for one-third her value. The captain found her to be the safest steamer he had ever commanded. The wildest gales did not disturb her.

There was great opposition to the proposed opening up of the northwest, by the Hudson Bay Company, and through their efforts the mail contract was abrogated and the Toronto gentlemen suffered great loss.

Mr. Dawson, now member for Algoma, was engineer of the Toronto company's case. He laid out the route for taking the mails through from Fort William. Bridle paths were cut through to Dog Lake, thence to Rainy River, and down as far as the boundary line. Boats were then dispatched down the Winnipeg river and finally the bags were carried across the plains to Fort Garry, by Indians. The first trip of the voyageurs was a dangerous one, and the mails went forward at the point of the revolver. The Indians objected to the advance of civilization.

My first trip was to Fort William, on the Rescue, said the captain. I had never been up the lakes before, but by chart I succeeded in getting to my destination without touching stick or stone. It was a bright moonlight night when I anchored off Fort William, and in ten minutes afterwards, the boat was surrounded by a hundred canoes. They were filled with Indians, who had silently swept over to see the monster, but they would not come near the vessel. Presently the H. B. Co.'s factor approached in a huge gondola rowed by twenty Indians, who sang their boating songs. The night was pleasantly spent in conversation with the factor, who pointed out, the night being very clear, the magnificent territory which the H. B. Company controlled. The company afterwards charged exorbitantly for everything that we wanted. They were opposed to our going into the country and finally succeeded in getting our contract cancelled.

We had much trouble in keeping our canoe stations intact. Once, that at Dog Lake was torn down and the boats scattered. I later bought one of our own boats at Fort William, but as soon as I discovered our brand beneath the seat, I refused to pay for it. We used coal on our trips up, and wood going down. We bought land where Port Arthur is now, and we think we still have a claim there. The government sold it without our leave, but the money we paid for it lies in the Crown Land's Office, and we intend to have a refund or some satisfaction soon. Many a time I have

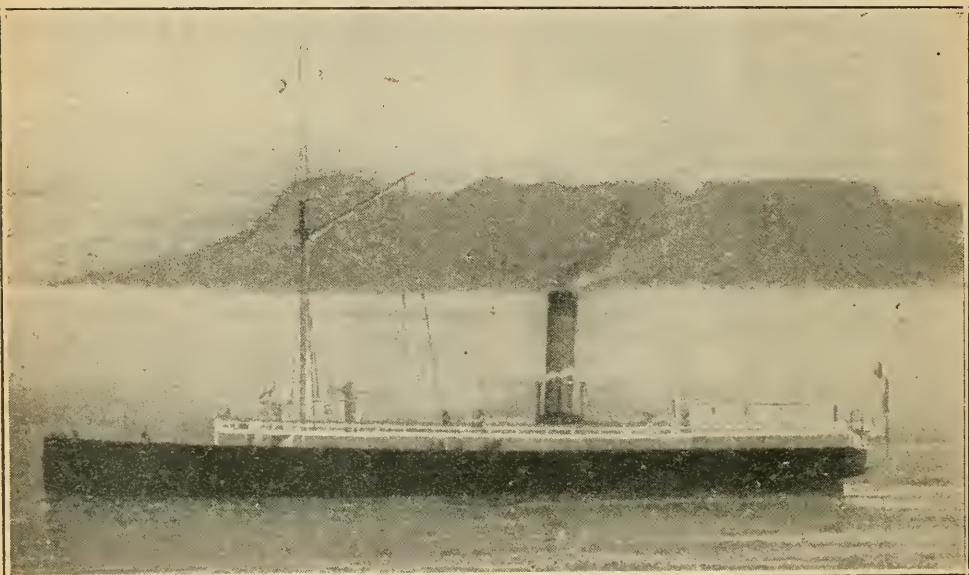
taken on wood at Port Arthur. When I first went up the lakes there were only three white men living on the route.

"What did you get," inquired the reporter, "for carrying the mails?"

"We got twelve hundred dollars a trip."

"Did you carry much mail?"

The first mail I took up consisted of two letters, and three papers. Previously the mail for the Hudson Bay factors, was sent in from the Hudson Bay."



STEAMER "RESCUE"

Built at Buffalo, N. Y. 1855 (official No. 33528). Length between perpendiculars 121 ft. 5 in.; Beam 22 ft. 9 in.; Depth 10 ft. Tons 248 net, 350 gross.

This was the first registered Canadian steamer to pass through the Old State Lock at Saulte Ste. Marie, Mich., in July 1858, trading from Collingwood to Fort William and to Grand Portage, carrying passengers, mail and freight. Capt. Dick beink the commander. When the Prince of Wales (King Edward VII.) visited Collingwood Sept. 10th, 1860, this steamer took the Royal party for a trip around the harbor.

Narrative of the Canadian Red River Exploring Expedition of 1857

On account of its local interest, Mr. Alex. McNaughton copied this chapter from a rare book belonging to the Governmental Library, in Ottawa, and presented the copy to the Historical Society.

By Henry Roule Hind, M.A., F.R.G.S.,
Professor of Chemistry and Geology in
the University of Trinity College,
Toronto.

In charge of the Assiniboine and
Saskatchewan Expedition.

CHAPTER II.

The Kaministiquia Route — Fort William — Lake Superior to the Height of Land.

THUNDER BAY, which receives the waters of the Kaministiquia (spelt "Kaministikwoya" by Sir Jno. Richardson, "the river that runs far about,") forms a portion of the north-west expansion of Lake Superior. It is the most southerly of three large and deep landlocked bays, which characterize that part of the coast; and it is situated between the parallels 48° 15' north latitude, and in longitude 89°, and 89° 25' west of Greenwich. Its greatest length in a north-easterly direction is 32 miles, and its breadth from Thunder Cape to the mouth of the Kaministiquia, upon which Fort William is situated, about 14 miles.

The main entrance to the bay is between the imposing headlands of Thunder Cape, 1350 feet above the lake level, and Pie Island, 5 miles southwest of the Cape, with an altitude of 850 feet. The depth of water in this broad entrance exceeds 180 feet, and a measure of 60 to 120 feet is maintained in many parts of the bay.

Seven miles southeast of Thunder Cape the lake is 630 feet deep, with a muddy bottom.

Immediately opposite, and east of the three mouths of the Kaministiquia, the Welcome Islands are distant

about two miles, and inside of these islands from 30 to 60 feet of water is shown on Bayfield's chart. Within half a mile of the river's mouth the water shoals rapidly, and the bar has a variable depth of 3½ to 5½ feet of water upon it; but within 1000 yards of the north, or main channel, 12 to 14 feet of water is maintained. Land is forming fast near the mouths of the river, and large areas in advance of the increasing delta, sustain a thick growth of rushes.

At a distance of about half a mile from the exit of the northern or main channel, Fort William is situated, upon the left or north bank. Opposite to it is a large island formed by the middle channel of the Kaministiquia, which branches off from the main stream about one and a half mile from the bay. In the time of the North West Company, this island was denuded of the trees it sustained, which consisted mainly of tamarack, for fuel and other purposes, and the greater portion is now covered with second growth. A large area south of the fort still remains denuded of wood, and forms the site of an Ojibway village, besides serving as an excellent open pasture ground for a herd of cows belonging to the Hudson's Bay Company, which swim across the river every morning, a distance of 400 feet, and return at an early hour in the afternoon to the farm yard in the vicinity of the fort.

The banks of the river here are low and flat, not exceeding ten feet in altitude. In the rear of the fort, tamarack, of small but dense growth prevails. The soil is a light sandy loam reposing on yellowish clay.

Two miles above the fort, and in a direction nearly south from it, the third or southern outlet separates from the main channel. The banks of the river continue to rise above the level of its waters until they attain at the Mission of the Im-

maculate Conception, an altitude of 18 or 20 feet. Near the Mission the Indian Reserve of about 25 square miles begins; it embraces the best and largest area of cultivable land in the valley of the Kaministiquia, and much of it being situated on the flanks of McKay's mountain range, some portions possess many advantages which do not belong to the available tracts near the shores of Thunder Bay.

The general course of the river above the Mission for a distance of nine miles is towards the southwest, by very tortuous windings. Five miles from Fort William it approaches the base of the elevated but broken table lands to which McKay's Mountain form an imposing and abrupt termination. McKay's Mountain has an elevation of 1000 feet above the lake, and is the north-eastern boundary of an irregular but extended trap range, whose south-eastern flank follows the trend of the coast as far as Pigeon River.

It is worthy of remark, that the flanks of Mackay's Mountain support a heavy growth of hardwood timber (maple, etc.), and through various sources I was informed that this heavily-timbered land stretches far to the southwest, on the side and borders of the trap range. The rock formations which comprise the country between the Kaministiquia and Pigeon Rivers indicate the presence of a fertile soil on the flank of the irregular table land; the trap with which the slates are associated giving rise upon disintegration to a soil of superior character. At the Mission, a light reddish loam constitutes the soil, having a depth of six feet, and resting upon a bluish grey clay which extends to the water's edge.

The Mission of the Immaculate Conception is under the charge of the Rev. Jean Pierre Chone, who has resided on the banks of the Kaministiquia for nine years. From that gentleman, who kindly afforded me much information respecting this valley, I obtained numerous facts of interest in relation to its adaptation for settlement. At the Mission there are already congregated from thirty to thirty-five houses (substantially built of

wood; in their general arrangement and construction they are far superior to the log houses of Canadian pioneers in the forest. Many of them have gardens attached to them, a few of which were in a good state of cultivation; some small fields fenced with post and rail were in the rear of the most thriving. The river here is from 60 to 70 yards wide, its waters are very turbid, with a current not exceeding two miles an hour.

M. Chone's room, into which we were admitted, gave us a clue to the prosperity, cleanliness, and appearance of industry which distinguished the Mission. A young tame partridge was hopping about the floor when we entered. A number of books occupied a small table in one corner, the other was taken up by a turning lathe, and various articles manufactured by the cure were lying about the room. A low bed covered with a buffalo robe filled another corner, and while we were conversing an old chief, dressed in scarlet cloth, quietly entered and placed himself on a chair by the side of a small carpenter's bench, which filled the remaining angle.

Among many interesting facts with which we were furnished by the kindness of M. Chone, we learned various particulars respecting the condition of the Indians and their relation to the government of Canada, which an inspection of the treaty confirmed.

In 1850 a treaty was concluded by the Hon. W. B. Robinson on behalf of Her Majesty and the Government of the Province with the Chiefs of the Ojibway Indians, inhabiting the northern shore of Lake Superior from Batchewanaung Bay to Pigeon River, and inland to the height of land between Canada and the territories in the occupation of the Hudson's Bay Company. For the sum of £2000 currency, and an annual payment of £200 to be paid at Fort William and Michipicoten, the chiefs surrendered all their right and title to the above territory with the exception of the following reserves made over to them for the purposes of residence and cultivation, allowance being given under certain reasonable restrictions that they shall still hunt over the territory and fish in the waters as heretofore. The

number of Indians included in this treaty was 1240. The reservations made for their benefit were as follows:

First: For Joseph Peau de Chat and his tribe; the reserve to commence about two miles from Fort William on the right bank of the River Kaministiquia, thence westerly six miles parallel to the shores of the Lake, thence northerly five miles, thence easterly to the right bank of the said river so as not to interfere with any acquired rights of the Honorable Hudson's Bay Company.

Second: Four miles square at Gros Cap for Po-to-mi-nai and tribe; and

Third: Four miles square on Gull River, near Lake Superior, on both sides of the river, for the chief Mishimuckqua.

Our Iroquois being desirous of going to mass at the Mission on Sunday, August 2nd, several of the party accompanied them, and witnessed the rather rare spectacle of a numerous and most attentive Indian congregation engaged in Christian worship. The chapel is a very spacious and well-constructed building of wood, with a semi-circular ceiling painted light blue. The walls were panelled to the height of about four feet, and altogether the interior arrangements and decorations exceeded our anticipations, and everywhere showed the industrious hand or intelligent direction of the Rev. M. Chone. The Indians forming the regular congregation were arranged in the most orderly manner; the left side of the chapel being appropriated to the men and boys, the right to the women and girls. The boys and girls were placed in front of their seniors. The men were provided with forms, the women sat upon the floor. The utmost decorum prevailed throughout the service, and the chanting of both men and women was excellent, that of the squaws being remarkably low and sweet. Few of the male portion of the congregation took their eyes from the priest or their books during the service. The squaws drew their shawls or blankets over the head and showed the utmost attention. The Cure delivered a long sermon in the Ojibway lan-

guage with much energy, and seemingly with the greatest fluency. After the ordinary service of the day was over, being before requested by one of our party, he delivered an admirable sermon in French. His style, language, and manner, were of a very superior order, and the drift of his words seemed to go far in shadowing forth the philanthropic impulses which sustained him in his solitary work of love, so remote from society, comfort, and civilization.

In the afternoon I visited the mouth of Current River, six miles from Fort William. The river reaches the Lake by a succession of sloping falls over an argillaceous rock, which in the aggregate exceed forty feet in height within half a mile from the lake. The common chive was found occupying in abundance the cracks and fissures of the shale on the banks of the river.

I visited during the day the garden of the fort; its area is about $1\frac{3}{4}$ acres. The shallots were small, but the potatoes looked well, being at the time in flower, and Mr. McIntyre thinks that varieties may be found which will ripen well near the fort. Tomatoes do not ripen here; turnips and cabbages are very liable to be destroyed by the cut-worm or grub; the currant bushes procured from the forest flourish admirably, and produce a very large berry; the red currant was just beginning to ripen. This part of the country appears to abound in currants, raspberries, strawberries and gooseberries; they were seen growing in the woods in every direction, where direct light penetrated. A patch of oats in the garden showed a most remarkable development of stalk and leaf, and the ears were beginning to show themselves. The soil of the garden was brought from the foot of the Kakabeka Falls in the time of the North West Company's glory.

The average period when the Kaministiquia freezes, is from the third to the fifteenth of November, and it becomes free from ice between the twentieth and twenty-third April. The year 1857 proved an exception in many respects; the ice did not pass out of the river until the thirteenth of May, and on the first of August the day of my visit, the waters of the river were

higher than they had ever been known before at that season of the year.

Indian corn will not succeed in this settlement, early and late frost cutting it off. Frost occurs here under the influence of the cold expanse of Lake Superior, until the end of June, and begins again towards the end of August. A few miles further up the river, west of McKay's Mountain, the late and early are of rare occurrence, and it was stated that Indian corn would ripen on the flanks of McKay's Mountain.

All kinds of small grain succeeds well at the Mission, and the reason why they have not been more largely cultivated is owing to the want of a mill for the purpose of converting them into flour or meal. Near the lake, at Fort William for instance, oats do not always ripen; the cold air from the lake, whose surface, thirty and fifty miles from land, showed a temperature of $39^{\circ} 5'$, at the close of the hottest month of the year, is sufficient to prevent many kinds of vegetables from acquiring maturity, which succeed admirably four or five miles up the river.

Fragments of limestone have been procured in the neighborhood, but the locality could not be pointed out by any of its inhabitants. The ruins of a lime kiln, used by the North West Company, have been discovered, and it is very probable that the limestone was obtained from crystalline layers, the existence of which has been established over wide areas in Thunder Bay, by Sir William Logan, and are noticed by him as being of a "reddish white color, and very compact, some of which would yield good material for burning." These beds of impure limestone are mentioned by Mr. Murray (geological survey of Canada, for 1846-7) as occurring in the lower portions of the formation occupying this valley.

It is worthy of notice that substantial records of far more extensive settlements than now exist, showing a much higher degree of civilization and improvement, are found at or near the various posts along this route, and particularly at Fort William.

Most of these remains of former industry and art, date from the time

when the North West Company occupied the country, and there is reason to believe that much valuable knowledge respecting the resources of particular localities has been forgotten, or is hidden in the memories of those who may not have the opportunity to make it known.

Mr. Keating mentions the ruins of the old Fort de Meuron, erected by Lord Selkirk. He was also shown the remains of a winter road opened by that enterprising nobleman, from the Kaministiquia to the Grand Portage on the Pigeon River, about thirty-six miles distant. The remains of a road to White Fish Lake is also still to be seen, and indeed it forms a winter route for half-breeds and Indians at the present day between the lakes on the Pigeon River, and the valley of the Kaministiquia. The Canadian government have recently laid out the valley of the Kaministiquia below the Kakabeka Falls into two townships, names respectively Paipoonge and Neebing.

On the Third of August we prepared for our immediate departure, and were all ready, with the exception of the Iroquois Indians, by 10 a. m. The delay with them arose from an indisposition to separate and be associated in different canoes with the Ojibways we were obliged to hire; by noon, however, an arrangement was made, it being determined that one brigade of three canoes should proceed at once, the other follow on the morrow. Just before starting a large body of heathen Indians, from the camp on the opposite side of the river, came over in a number of small canoes and commenced a dance outside of the pickets of the fort. They were painted and feathered in various ways, and furnished an admirable subject for our artists. Having danced on the outside of the fort for some minutes, they entered and arranged themselves in a semi-circle in the quadrangle. The medicine-man and his assistant, gaudily painted and decked with eagles' feathers, sat on the ground beating a drum, and near to them squatted some half dozen squaws, with a few children. About sixty men and boys, headed by the chief, painted and feathered similar to the medicine man, danced

or jumped around the ring. Our party being collected in front of the chief, he made a short speech, which was interpreted by a half-breed attached to the expedition to the following effect: "They were happy to see us on the soil; they were hungry and required food, and trusted to our generosity and the plenty by which we were surrounded." The pipe of peace was then lit, and handed in turns for each to take a whiff. The picture of a hand across the mouth and cheek was admirably drawn in black on the faces of the chief and medicine-man. The Ka-ki-whe-on, or insignia, consisted of eagles' feathers stuck in a strip of red cloth about four feet long, and attached to a cedar pole. The whole scene was highly ridiculous, and many of the performers were wretched looking creatures, being dreadfully affected with scrofula. Some of the men, however, possessed splendid looking figures, but the progress of civilization will soon close the history of these wretched Indians of the Kamini-tiquia.

Our first brigade, consisting of two large five fathom, and one middle size canoe, containing twenty-six men in all, started from Fort William at 5 p.m., and arrived opposite McKay's Mountain at about half-past six. Half a mile above the mission we noticed a very neat house in a clearing of about ten acres in extent, the last effort of civilization to be seen, with the exception of an occasional post of the Hudson's Bay Company, for many hundred miles. The first camp was pitched about three quarters of a mile beyond McKay's Mountain.

Opposite this magnificent exposure of trap, the clay banks of the river are about 14 feet high, and continue to rise on one side or the other until they attain an elevation of nearly 60 feet, often, however, retiring from the present bed of the river, and giving place to an alluvial terrace, some 8 or

10 feet in altitude, and clothed with the richest profusion of grasses and twining flowering plants. The current begins to be rapid about nine miles above Fort William soon after passing Point de Meuron, the site of the fort established by Lord Selkirk before referred to, and continues so, in the ascending course of the stream, to the foot of the first demi-portage, called the Decharges des Paresseux, where an exposure of shale creates the rapids which occasion the portage. The fall here is five feet 1 inch, in a space of 924 feet. The distance of this portage from the lake, by the windings of the river, is about $22\frac{1}{4}$ miles, and the total rise probably reaches 35 feet.

The current continues rapid to the foot of the Grand Falls, and high rock exposures commence on the precipitous banks three miles below them. These gradually assume the form of mural cliffs, capped with drift, increasing in altitude until they attain at the foot of the Grand Falls, the height of about 160 feet on the left bank, while on the opposite side of the river the mountain portage path winds round the steep hill side of a bold projecting escarpment, 91 feet in altitude, and nearly half a mile from the falls.

At our camp, seven miles below the Grand or Kakabeka Falls (clef rock) as they are termed, the level of the river was estimated to be 40 feet above Lake Superior, and the foot of the falls 16 feet higher. The Grand Falls themselves are found by leveling to have an altitude of 119.05 feet, and involved a portage of 62 chains or three quarters of a mile. They are distant from the mouth of the river by its windings about 30 miles, and in an air line 17 miles.

As the altitude of these falls has attracted the attention of several observers, the different results obtained may not be without interest:—

Altitude ascertained by leveling (Mr. Dawson, August, 1857)	119.05
Capt. (now Col.) Lefroy, barometrical measurement	115.00
Mr. Murray, of the Canadian Geological Survey	119.00
Major Delafield	125.00
Sir John Richardson, Barometrical Measurement,	127.00
Lieuts. Scott and Denny	130.00

Assuming the height of Kakabeka to be 119 feet, the summit will be 175 feet above Lake Superior. This result includes the rapids at the foot of the falls. The levels were taken along the portage path, and if the rapids be deducted, the true height of Kakabeka probably does not exceed 105 feet.

The scenery of the Grand Falls is extremely beautiful. The river precipitates its yellowish-brown water over a sharp ledge into a narrow and profound gorge. The plateau above the portage cliff, and nearly on a level with the summit of the falls, is covered with a profusion of blueberries, strawberries, raspberries, pigeon cherry, and various flowering plants, among which the bluebell was most conspicuous. On the left side of the falls a loose talus is covered with wild mint and grasses which grow luxuriantly under the spray. Beautiful rainbows of very intense colour are continually projected on this talus, when the position of the sun and the clearness of the sky are favorable. Numerous small springs trickle down a perpendicular cliff of about 12 feet in altitude at the base of the talus, whose coolness and clearness, compared with the warm, coloured waters of the river, make them a delicious beverage, the difference between the temperature of the springs and river being about 20°. The right side of the cliff at the falls is perpendicular for a height of more than 100 feet, and exposes the stratification with perfect fidelity. The peculiar rounded forms into which the rock divides itself, noticed by Mr. Murray, were well marked.

The alluvial valley of the river from about three miles below the mountain portage to Fort William varies in breadth from a few hundred yards to one mile; the breadth occupied by land of a quality which might fit it for agricultural purposes extends to near the summit of the flank of a low table land, which marks the true limit of the river valley, and the average breadth of this may be double that of the strictly alluvial portion.

The low table land is thinly wooded with small pine, and the soil is poor and dry; the alluvial valley sustains elm, aspen, balsam, poplar, ash, butternut, and a very luxuriant profusion of grasses, vetches, and climbing plant; among which the wild hop, honeysuckle, and convolvulus, are the most conspicuous. The rear portion of the valley, with an admixture of the trees just named, contains birch, balsam-spruce, white and black spruce, and some heavy aspens. The underbrush embraces hazelnut, cherries of two varieties, etc.

Occasionally the flanks of the low table land approach the river, contract the valley, and give an unfavourable aspect to the country. This occurs near the Decharges des Paresseux, and at most of the heavier rapids. The area available for agricultural purposes below the Grand Falls, probably exceeds twenty thousand acres, but if the flanks of McKay's Mountain be included in the estimate, a large addition may with propriety be assumed.

The Thunder Bay
Historical Society

Fifteenth Annual Report

PAPERS OF 1923-24

The Thunder Bay Historical
Society

Fifteenth Annual
Report



Papers of 1924

Thunder Bay Historical Society

OFFICERS 1923-24.

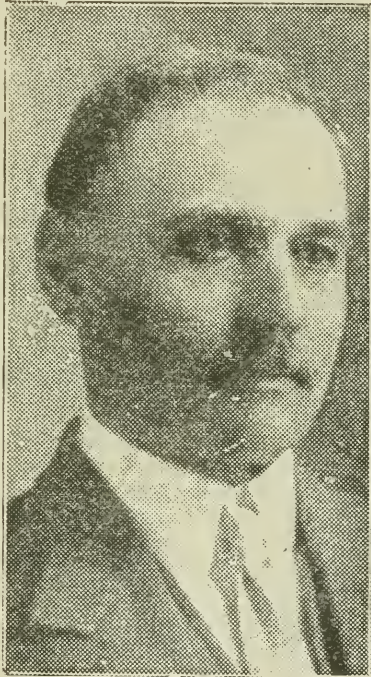
Honorary Presidents	Honorable Sir George E. Foster Mr. Peter McKellar, F. R. G. S.
Honorary Patron and Patroness	Mr. and Mrs. N. M. W. J. Mackenzie
President	Mr. John King
Vice President	Mrs. Peter McKellar
Secretary-Treasurer	Miss M. J. L. Black

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Captain McCannell	Mrs. G. A. Graham	Mrs. J. M. Sherk
Mr. C. W. Jarvis	Major W. J. Hamilton	Mr. F. C. Perry
Mr. Alex. McNaughton		

AUDITORS

Mrs. C. W. Jarvis	and	Miss Pamphylon
	Auditors	



JOHN KING—PRESIDENT OF THE HISTORICAL SOCIETY

Secretary-Treasurer's Report

MISS M. J. L. BLACK.

To the President and Members:
Ladies and Gentlemen:

I have the honor to present the following report as secretary of our society, for the year 1923-24.

We have a paid-up membership of twenty, all of whom attend the meetings most regularly.

During the year there have been four meetings. On Nov. 15 we met at the home of Mr. and Mrs. John King, when a paper by Mr. J. A. McComber was read; on Feb. 15 we met in the library, and had papers by Mr. J. Mackay Hunt; April 15 we met at the home of Mr. and Mrs. C. W. Jarvis, when was read a sketch of Mr. A. L. Russell, and excerpts from the early files of the newspapers; on July 11, we were the guests of Mr. and Mrs. Peter McKellar, when we met Mr. L. J. Burpee.

The society's activities have not been confined to the above meetings, for through the efforts of the president, Mr. King, the plot in which is the Hudson Bay memorial was put in good condition, and the care of it handed over to the Parks Board. Negotiations are also under way with the Canadian National Parks Commission for the erection of a memorial in the Heath Street Park, to commemorate the turning of the Grank Trunk Pacific sod, and the movement of the first grain.

It is with great sorrow that we have to record the loss of three of our members, Mrs. Bernard Ross, Major Hamilton, and Mr. Fred Fregeau. It was always a delight to talk to Mrs. Ross, and listen to her stories of early days in the west. Mr. Fregeau was always an interested and active member, while in Major Hamilton we lost one who had been on our executive since our organization.

We have received a number of reports in exchange, and also a set of valuable photographs of the early boats the latter being given by Captain McCannell.

All of which is respectfully submitted,

M. J. L. BLACK,
Secretary.

—oOo—

Receipts

Oct. 1, 1923—	
Balance in Bank	\$ 58.75
Government grant	100.00
Membership Fees—	
Miss C. Merrick	1.00
Mr. and Mrs. John King	1.50
Mr. and Mrs. McKellar (2 yrs)	3.00
Capt. McCannell	1.00
Mrs. Sherk	1.00
Miss Erma von Bockstaele	1.00
Miss Robin	1.00
Miss Black	1.00
F. C. Perry (2 years)	2.00
Mrs., Miss and Mr. Copp	3.00
A. J. McComber	5.00
Major and Mrs. Hamilton (2 years)	3.00
Mrs. F. A. Sibbald (2 years) ...	2.00
J. J. O'Connor (2 years)	2.00
Miss Pamphylon (2 years)	2.00
Oct. 1, 1924—Total Receipts ...	\$188.25

Disbursements

Canadian Historical Fee	\$ 4.00
Printing	97.20
Minute Book	3.75
Wreath	5.00

	\$109.95
Oct. 1, 1924—Bal. in Bank	\$ 78.30

	\$188.25

Fort William in Early Days

As Recorded in the Prince Arthur's Landing Sentinel

The Sentinel, Prince Arthur's Landing,
Aug. 3, 1876.

THE TOWN PLOT

On Wednesday we spent a few hours at the Town Plot, and there noticed considerable change since our previous visit. Quite a clearing has been made, and we found a number of men busy on Lot 44, south of Gore street, removing stumps to clear the ground for the Round House. Mr. Isbester, the contractor, has the shop erected, and is all in readiness to go on with the work. The material is to be stone taken from our Thunder Bay quarries, the circumference is to be 600 feet, having ten stalls, height to be 16 feet, with, of course, raised roof; the smoke stacks are to be made of sheet iron, by French and Kennedy of this place. We should judge the whole work will be a substantial job, particularly as full confidence is had in the parties having the work in hand. The location is at the Town Plot terminus of the Prince Arthur and Kaministiquia Railroad.

We found Mr. John Sullivan in charge of a gang of men engaged in laying the iron for the track, the distance already reached being about three miles. Unless an engine soon arrives as expected the lorry and horsepower will be found slow work as distance is gained. Large quantities of the rails are piled up, and more constantly arriving.

The only hotel open at the Town Plot is the Orillia House, by Mr. O'Connor, who evidently is doing a good business, while buildings for other purposes are talked about, including one for a store by Messrs. Street, of this place, who think of opening a branch store. However, as far as we could learn, the "town lots" are not going off like hot cakes, owing to the prices that are being asked.

Around the government dock, where the propeller, Lake Erie was unloading iron, there appeared to be con-

siderable stir. The whole place has a business look. Not the least attractive spot is Mr. Walford's garden, fully demonstrating what energy and proper attention can do. It is evident that the soil is adapted to gardening purposes, and by another season more interest will be shown in that direction.

Passing homeward, we found Mr. Henderson's mammoth building converted into a boarding house, and the "First Hotel" is closed, having been purchased by the government, to keep the reserve along the river. Mr. Hazelwood's fine house attracts the attention of all passers-by, his family having recently arrived, the premises are now occupied. Mr. H. has been recently ill, but his numerous friends will be pleased to learn that the climate, etc., has favorable influence and he is getting better.

The Kaministiquia Hotel, Messrs. Ingalls and Knappin, Proprietors, east of the Town Plot, is doing a good summer business, a number of tourists stopping there at present; certainly the locality is a quiet retreat for a season and accommodations are satisfactory.

Nearly opposite the hotel is the new store now being finished by the Messrs. McKellar, for Mr. McLaren, lately arrived from Ontonagon, and who proposes opening at an early date. Mr. Tall is now painting the store in the highest style of the art.

Accompanied by J. L. Baker, of the Northern Railway, Toronto, Mr. Manly, of Toronto Collegiate Institute and Mr. C. Baker, of University College, Toronto, who were up by the Francis Smith on a pleasure excursion, and spent Wednesday along the river, we were shown over the premises at Fort William by the worthy manager, John McIntyre. Recently, a division has taken place in the stock of goods, the clothing and light goods now occupying a store near the entrance to the old one to the left. The large stone building, erected eighty-five

years ago, is used for storage purposes. The neatness, regularity, and above all, the immense stock of first class goods astonished even our Toronto friends. While viewing the curiosities, we saw an old flint-lock musket, of Queen Bess make, which would hardly answer for Black Hills service at present. The history of the early days of Fort William have historical events of interest that would be both amusing and instructive if properly placed before the public.

(Sentinel, Sept. 7, 1876.)

TOWN PLOT AND VICINITY

Tuesday afternoon we visited the Town Plot. A month had made some change; the government dock and other places in the vicinity presented large piles of railroad iron. The "Asia" was at the dock unloading. While there the train arrived and we noticed Mr. H. Ryan upon the cars. Immediately upon arrival a force of men were put to work, to load up again four cars, that the powerful engine moves up the steep grade with ease from the wharf. We understand that Messrs. Percell and Ryan have laid over 11 miles of tracks, and keep daily progressing.

We found men busy unloading from the boat construction engine, number 2, together with six platform cars. This engine, like the one now in use, is powerful, and when once ready will be a great acquisition to the working of the road. Extending eastward from the dock, along the edge of the river for a few hundred yards, the ground is preparing for the ties, in order to lay track for more wharfage accommodation. Certainly there is a great need for more dumping room.

The next object of interest we visited was the Round House. This is located a few hundred yards back from the front, and at the terminus of the P. A. L. & K. railway. We found a number of masons and laborers at work. The foundation is nearly completed and when built there will be ten stalls for as many "iron horses." A large tank is being excavated and curbed in the round house, for the supply of water to the engines. Some

curious specimens of petrified wood have been taken out of the well, as shown us by Mr. Young, in charge of the tank sinking. Mr. Isbester himself is absent, but is ably represented by Mr. Alex. Fraser. Quite a large quantity of stone is upon the ground, delivered by Mr. McDougall, who has his quarry at the foot of Thunder Bay.

Since our previous visit, Mr. Conley has erected a house on Brown Street, and Mr. Finly is putting up a dwelling and bakery to the rear. Mr. A. Stevenson was busy building a sidewalk along said street. It is true that a month has not made any extraordinary change in the appearance of the place, but the cause assigned is asking too much for the lots in market, etc. However, we found Mr. O'Connor, Mr. W. W. Ireland and others all confident of a prosperous locality.

Upon our return we dropped into the Kaministiquia Hotel, Messrs. Ingall and Knappen, proprietors. Here we found some excursionists. Quite a number of visitors to our shores the present season have sojourned for a time at the house, and the landlord and landlady have won golden opinions. Among those there on Tuesday, were Mr. and Mrs. Wild of Jersey City, N.J., and Mr. and Mrs. S. M. Thomas of Brooklyn, Ontario.

Passing to the new store almost opposite, we found Mr. McLaren superintending the opening of a new stock of goods. We must say his dry goods, ready made clothing, boots and shoes, groceries, confectionaries, hardware, etc., looked fresh and were tastefully arranged in his new store, recently painted and grained in Mr. Tall's best style of the art.

(Sentinel, April 12, 1877.)

TOWN PLOT AND VICINITY

Tuesday afternoon we handled the ribbons to Vigers' gay team, and had a pleasant drive to the Town Plot, where we found visible signs of progress. Mr. O'Connor of the Orillia House showed us around. He is busy building a new hotel, on the corner of Railroad and Brown streets. We found men engaged completing the 200

feet dock of Messrs. Oliver, Davidson and Co. The depth of water about thirteen feet.

Returning to Railroad Street corner, upon our left were to be seen the comfortable dwellings of Messrs. Finly and Conly, and around a little to the right hand, is a new building recently erected for Mr. Ingalls. Next is the Orillia House, owned by Mr. Ingalls, and occupied at present by Mr. Andrew O'Connor, who keeps a comfortable hotel. In the rear is a quantity of timber for Ingall's new wharf. Near by is the large new two story building of Messrs. Marks Bros., which is being finished upon the ground floor for a general store, and upstairs adapted for a public hall. In rear of Mr. Alex. Stevenson's building, he has constructed a dock. Along to the east are the comfortable residences of Messrs. Ireland, Warford, etc.

Along the railway tracks are huge piles of steel rails, ready to be removed when wanted. A little to the northeast stand the store house and woodshed of the C. P. R., and close by the Round House is progressing, when completed it is to accommodate ten locomotives. Further to the north are residences and boarding houses, and Mrs. Grenier's convenient buildings, to be used for a grocery store and residence, and the other as a Bowling Alley. As we continued our journey down to the right, is the government reserve, while nearly opposite the mammoth building partially erected last year for a hotel is the Messrs. Street Bros. fine new store, ornamental front, nearly ready for occupation.

Continuing homeward is the enclosure of the government, whereupon is erected the fine residence of S. Hazelwood, Esq., Chief Engineer, P. A. Div. C. P. R. It is due to the truth to say, that M. H. devotes his time to the affairs of his responsible position, and is, withal, popular with his employees and neighbors

Arriving at the east of the government reserve, we found the McKellar Brothers busy finishing the new two hundred foot dock, for the consolidated line of Messrs. Beatty and Windsor, Company. The depth of water, 15 feet, and frontage of property 600 feet (pur-

chased from McKellar Brothers), where it is calculated that elevators for the handling of grain from Manitoba will be built. At present the eastern terminus of the C. P. R. does not come within a mile of the dock, but the survey has been made along the river, and it is calculated to continue the railroad to this steamboat company's property.

A short distance further brings to the Ingalls and Knappen dock, which has been recently enlarged, and these enterprising gentlemen have on hand several hundred cords of wood. The Kaministiquia House, Messrs. I. & K., proprietors, gained golden opinions last season, has done a fair business all winter, and with increased advantages is bound to bid defiance to any rival in the district. We next pass the store of Mr. McLaren, and found him as gay as a peach blossom, having implicit confidence in the great future of the up-river enterprises, notwithstanding the occasional hits of the Thunder Bay Sentinel at "that bar" and the narrow stream. Well, we admire pluck and would not wish to rob our friends of a particle of their devotion to the beautiful Kaministiquia:

"That scarcely seems to stray,
Yet glides like happiness away."
(Barring when covered with ice as at present and in a very dangerous condition.)

We did not cross to Messrs. Oliver and Davidson's Mill, but learned that the hum of industry is to be heard, fitting up the mill, door and sash factory, overhauling the Jennie Oliver, etc. We learned that a good business had been done in the past winter in the sale of lumber, and a superior quality of logs has been secured to run the mill, when the weather permits.

The sun had disappeared behind the western hills, the shades of night were fast approaching, and as the roads were a little heavy we had no opportunity to pay even a flying visit to Fort William. However, we understand that the worthy governor keeps his argus eyes around and that everything moves forward—quietly, as it is one of the Hudson Bay Company's peculiar traits to keep their own councils.

(Daily Sentinel, Feb. 18, 1888)

Judging from the trouble our neighbors of "Fort William Town Plot" are experiencing in naming their ambitious burg, there is something in a name after all. With a post office originally christened Fort William, the building of the North Shore line of the C. P. R. and the large elevator near the old fort, came the establishment of a post office near the latter place, and some how or other the people to be accommodated succeeded in capturing the name "Fort William," rendering it necessary for those of the "Plot," as it was familiarly known, to select another name for their office. Neebing was chosen, and after a while the department recognized and adopted the cognomen. But that did not satisfy some of the residents of the future Chicago of the Dominion, and again there was a christening, "Fort William West" being selected. Another year has rolled around, and at the request of the C. P. R. officials, who state they wish to avoid confusion, there is to be another change, a transposition of words, making the new official stand, read West Fort William. This last christening may avoid confusion among the C. P. R. employees, but to the outsider it must be productive of great uncertainty as to how to address letters to correspondents, as it will take time to become accustomed to the change. Again, it may mean, that Fort William is to be the town on the Kaninistiquia, and West Fort William is

to become little more than a way station as the company is making all the improvements at "Fort William."

The Sentinel is thus particular in giving to the world the trials of a post master, and the various aliases to his office: Fort William alias Neebing; alias Fort William West, alias West Fort William, so that confusion may be less confounded.

(Weekly Sentinel, July 19, 1895.)

LOCAL CHURCH HISTORY

OLIVER.—The first step towards establishing the church in this township was the purchase of land on the 4th line, on which was subsequently erected St. James' Church. This was in 1886. In July of the same year, a block of six acres was purchased from John Baxendale, as a site for a parsonage and grounds. The purchase money amounted to \$60.00, of which \$40.00 were received from Mr. and Mrs. G. T. Marks, of Port Arthur. The Rev. M. C. Kirby, lately in Fort William, is the present missionary in Oliver, and he will take immediate steps, with the Bishop's sanction to erect a parsonage.

WEST FORT WILLIAM—In August, 1886, an acre of land was secured in this place for a church. It is on the north side of Victor Street, and consists of lots 38 and 40. One half of the latter was a free gift from Mr. Davidson, and others were purchased from Mr. Harvey. Work is under the charge of Rev. E. J. Harper.

Memories of Fort William

By J. MCKAY HUNT

The road from Prince Arthur's Landing, now Port Arthur, was built by two gangs of men, one under the late James Conmee, M.P., and one under Thomas Woodside, senior, the father of the various Woodsides of Port Arthur. The route was the same as now followed from South Cumberland Street, Port Arthur, along Bay to Algoma, and along to and on lower Simpson, thence along what is now McTavish, to the Kam river, thence along near the river, to "D" elevator, on to Gore street, to the present intersection of Brown Street. (I have not the date of the fore-going, but I think that it was 1874.)

In 1884 the municipality of Neebing was formed, including the territory now Fort William. The C. F. R., seeing it needed the water front along the Kam river, bargained with the Neebing Council, to hew out the forest, and grade what is now Simpson street to Victoria avenue, thence along Victoria to Syndicate, and on to "D" elevator, and paid the municipality three thousand dollars in cash in return for closing the river bank road, from McTavish to "D" elevator. During this time James Conmee had a shingle mill in the village of Meaford. With the burning of this mill, he lost everything he had, and it is said that he remarked "I have nothing to lose now, so I am going to make some money." He did it splendidly. I always felt his remark was a good one, and might well be adopted by anyone.

With reference to the municipal organization in the area adjacent to the Twin Cities; the first municipality was Shuniah, and it was composed of the townships of McIntyre, McGregor, and Welcome Islands, and Pie Island. The townships of Neebing, Paipoonge, Blake, Crooks, and Pardee, also Neebing Additional, some times called McKellar ward of Neebing township, with Islands 1 and 2 thrown in for good measure. Surely some township municipality reaching twenty miles or more northeast of Port Arthur, to eight or

ten miles west of the Pigeon River bridge on the Duluth highway! The reason for this large municipality was, that there was a village sprang up on the shore of Thunder Bay, immediately after the landing of General Wolsley and his Red River expedition in the fall of 1869. A few years later, the Federal government decided to build a rail and water route to Selkirk on the Red River. Work on this started just opposite where the Queen's Hotel at Westfort now stands, and practically all money spent locally was spent at Westfort. Thomas Marks was the moving spirit in getting a ferry boat to run between Port Arthur and West Fort in summer and teams with sleigh with robes and blankets for winter to give the railroad construction men a chance to get a better sample of whisky and other commodities than Westfort handled. This did not fill the bill, as the men were very dry when they got off at Westfort and by the time they had a few drinks of Westfort "Redeye," Port Arthur was usually forgotten. Our friend Thomas Marks gathered G. O. P. Clavet, L. U. Bonin, W. C. Dobie, and a few others and laid before them a plan to ask the federal government to extend the railroad from Westfort to Prince Arthur's Landing. Mr. Marks was deputed to go to Ottawa, on this mission. It failed. Shortly after his arrival home, Mr. Marks' fertile brain worked up another plan, namely, "We will offer to grade the road bed and put ties thereon if the government would iron and operate it." His friends sent him back to Ottawa with this plan, and it succeeded, as the government thought that if these people are so enthusiastic as to spend a large sum of their own money, they ought to be helped. The road bed began at Brown street, following the present roadbed of the C. N. R., into Port Arthur within a few feet of Arthur street. But alas, where are the monies to come from. We have no municipal organization. The provin-

cial government were selling the lands of Weigandsville, Sills farm, etc., for 25 cents per acre, so it was necessary to take in an enormous area to sell bonds for \$70,000.00, to grade and put ties on this seven miles of road. Hence the territory included in the original municipality of Shuniah. They tried to take in Oliver township also, but even at that early date there were some wise acres in Oliver such as Owen Duross, and his sons and a very few others who declined to be drawn into the net and to avoid it. Oliver applied for municipal organization by itself in 78 or 79. In 1892, I was coming from Montana. I was leaving Port Arthur on the Steamship Campana, Capt. John McNabb. Port Arthur had no way of finding when the train would arrive, so we sailed, and getting out perhaps seven miles, saw the train pulling in. The captain turned back and docked, and received a considerable number of passengers. I remember some women and children whom I had known at Owen Sound, and I also recall a few of the Port Arthur people on that trip. There were John Sills, senior., James Conmee, William Clarke, druggist, all since dead.

The debentures spoken of were divided at the divisions of the original municipality of Shuniah. In the session of parliament, early in 1884, Port Arthur was carved out of McIntyre and became an incorporated town with Thomas Marks as the first mayor. Their first meeting was in May, 1884. At the time of the incorporation of Port Arthur, Neebing municipality became incorporated containing the Townships of Neebing, Neebing-Additional, Paipoonge, Blake, Crooks, and Pardee, while Shuniah had the remainder of McIntyre, McGregor, the Pie and Welcome Islands. In 1893 Fort William became incorporated as a town with the late John McKellar as mayor.

The first C. P. R. boat arrived about May 12, 1884. This was the Algoma, with Captain Moore in command. During this summer the Alberta had two serious collisions, and went to Detroit drydock. The Magnet took the place of the Alberta while away, the first trip, with Capt. Peter McNabb in charge; the second trip, the steamer Spartan took the place of the Alberta, with Captain Alexander McLeod in command. These boats, the Magnet, and Spartan, were side wheelers, and wood burners, and had to go to John McLaurin's dock for wood. The Spartan on her last trip down the river ran surprisingly fast. The late Archie McKellar was standing at the gate of the McKellar home near the river and, seeing the Spartan remaining in one spot he hurried down, when lo, and behold, the Spartan was hard on about where the lower end of the Cold Storage Plant of Gordon Ironside & Fares stands. Just as Mr. McKellar arrived a prominent citizen from Port Arthur who seldom came to Fort William, arrived, and said to Capt. McLeod: "You did it pretty well." It was alleged that the captain had been influenced by some Port Arthur people to run the boat aground to convince the C. P. R. and the government that it was useless to make the river a reasonable harbor.

At the time of this so-called Spartan accident, I was the C. P. R. policeman, and was shortly aboard the Spartan, which was pulled off by the C. P. R. laying nearly a mile of track and getting three locomotives hitched together, and to the anchor chain of the Spartan, while the Steamer Ocean, and Tug Salty Jack were also pulling on her, and not a move did they get until all load at the front of the Spartan had been transferred to the stern. "It surely was done well."

Port Arthur History

As Culled from Early Numbers of the Prince Arthur's Landing Sentinel.

(Sentinel, Oct. 5, 1876.)

HISTORICAL

One of those pleasant occasions that cause the "Social Hour" to revive pleasant memories, came off at Mr. Moffatt's residence recently when a number of our principal business men came together. The entertainment was unexceptionable, and after dining, toast, and sentiment ruled a brief period. The reminiscences of Mr. Moffat and Mr. Dawson were very entertaining. The former said, on rising at the head of the table:

"Perhaps a few remarks from one who claims to be a pioneer, may be of interest, while referring to the opening up of this once distant section of our beloved Dominion, now distant no longer, and the first link that unites the rich and beautiful Province of Ontario with the thriving valley of the Saskatchewan, and eventually with the prized regions of British Columbia. These new provinces will in time be the homes of millions of our fellow citizens. It must be five and twenty years since the first mention was made of a railway that would unite the shores of the Atlantic with the Pacific, running through British territory. The scheme was considered so Utopian that it met with little favor from the public.

"The best efforts of a few men of ability towards breaking down the barriers of a monopoly so long held by the Hudson Bay Company was so far successful that in 1857, our Chief Justice was sent to England by the Government of this country to consult with the Legal Advisers of the Imperial Government as to the legal points bearing on the question at issue. In this state of the case early in the spring of 1858, to aid the Government as well as the laudable ambition to extend the trade with the Great West that a deputation consisting of several leading merchants of Toronto, waited on the Governor General to ob-

tain the assent of the Government to the formation of a Company about being formed to open up the distant territory of Lake Superior, and establish a Mail Route through to the Red River Settlement on the understanding that the Government would aid the project in the shape of a subsidy for the carrying of Her Majesty's mails.

The deputation was well received, and the Government undertook to promote the project in the way suggested and giving it every encouragement which so national and praiseworthy an undertaking deserved. A company known as the Rescue company, was organized and one of them, the speaker, was elected and still continues to be president, for although hardly used in a variety of ways, that Company still exists.

An exploring party under experienced guidance was soon sent to Lake Superior, and after much and anxious consideration the PRESENT SITE OF PRINCE ARTHUR'S LANDING was pitched upon as the most desirable leading location for landing; a clearing of some thirty to forty acres was made, a wharf built for landing stores, a large warehouse, with cottages for the explorers, was erected, and a wagon road towards Dog Lake was started, all was done that could be expected under the difficulties experienced in that early time, and the mails were carried with a regularity not surpassed even in these days of railways and steamboats. In the spring of 1862, just as orders were being given for a fleet of ships, of light draft of water, suitable for navigation of the shallow lakes and rivers west of Dog Lake, the government transferred the mail subsidy to another company, and this without any notice whatever or any cause of complaint. It was known that the government of the day was far from strong, and it was felt so violent a breach of good faith must be owing to the exigencies of party which required the aid of votes to maintain its

position. The company had spent largely with the full knowledge of the government, whose leader more than once told the President to go on, and the company would never loose a copper with it. They had to sell their steamer, the Rescue, at a great sacrifice. In the summer the bush fires burnt down their buildings, and left scarcely a trace of a waggon road, and in time the ice carried away their pier. Some time afterwards a settlement of accounts was arrived at by a subsequent government, when a large balance was admitted to be due the Rescue, and which would be a charge on the right of way to be paid for by any company that would succeed it. Matters remained in this state until public opinion compelled the government to take action when in 1868, our present worthy member in the Ontario legislature, was selected to take charge of the undertaking, and after whom the route is now called. He selected the same location for his base, thereby confirming the judgment of the Rescue Company and all who will take the trouble to look at the position of Prince Arthur on the map will admit that it must ultimately be a large commercial centre, and the depot of the vast mineral wealth of the Lake Superior region. The site of Prince Arthur for a city cannot be equalled in the Dominion, its gradual rise from the water, its natural terraces from which you have the view of the noble bay and magnificent mountains, cannot be surpassed."

(Daily Sentinel, Jan. 16, 1889.)

PORT ARTHUR

This important town was first called "The Station." In 1870 when General Wolessley came up the lakes with troops on his way to Manitoba in the Chicora, Capt. McLean. On board

also were Mr. Tom Marks, the extensive merchant of Port Arthur and Mr. William Murdock, who with his staff were about to define the line of the present C. P. R. Passengers and goods were then lightered ashore, there being no docks. Upon leaving the steamer, General Wolessley asked Mr. Marks the name of the place, and on being told, said, "We will call it Prince Arthur's Landing." The name took readily among the 200 inhabitants, and held till 1874, when the municipality of Shuniah was created and officially fixed the name, which so remained till 1883. Then, the C. P. R. being under way, the name was changed by their wish to Port Arthur, supposed to be partly as a compliment to Prince Arthur, and as a companion to Port Moody, the Pacific terminus. The name of the post office was also changed, and in May 1884, when the town was incorporated, the name was finally and formally adopted.

(Port Arthur Sentined, Mar. 20, 1888)

PORT ARTHUR'S PROGRESS

In 1856, Robert McVicar, crown lands agent, the first white settler, built the first house near the present corner of Arthur and Cumberland, then covered with heavy timber.

First trading post was founded by Messrs. Marks Bros.

Town was surveyed in 1872, original town containing only 534 acres.

1871 population 1000; doubled in 1872. Business houses numbered 90.

In May, 1883, the C. P. R. changed the name to Port Arthur. In that year, the port returns gave 858 vessels, inwards of half a million tons with 293 thousand tons freight.

1886 local exports amounted to over \$317,000 in fish, fur, silver, and gold ore, concentrates, building stone, etc.

Some Early History of Thunder Bay and District

By A. J. McCOMBER

The history of Canada teems with stories of adventure and romance. Twenty wars and rebellions, in its short life provide ample material for a chapter that ranks second to none in the story of the nations. How Canada came to be opened up to civilization, what the motives were which impelled first the French and then the English, to spend their blood and treasure in battling for it, what lure drew the brave explorers ever further westward, provide a fascinating study for those who love to read a stirring tale of adventure and courage.

We who reside at the head of Lake Superior, are prone to imagine that this locality played no part in this splendid drama, and that our local history dates back but a few years. Never was there a more mistaken idea. True, that history is not old, compared with that of the nations of the Old World, but yet it is not a story of yesterday. For years the head of Lake Superior was the gateway through which streamed the discoverer, the missionary, the adventurer and the trader, each seeking in his own way and for his own purpose the great and mysterious Northwest.

When I say that our local history is not old, I refer to what I might call the history of the French and English regimes. But long before these, and long even before Columbus sailed on his voyage of discovery, the Lake Superior region had been the dwelling place of a people, of whom we know little indeed, but whose claims to a certain amount of civilization cannot be denied. We only know that they existed because they have left records of their existence behind them—not written records it is true—but records nevertheless which have lasted even to our own days. The Mound Builders, so far as we know, were the first inhabitants of these shores, and some scientists have declared that at least a thousand years have elapsed since

they first visited Lake Superior. Even the Indians have no record of their existence. They left their mounds in the country south of the Great Lakes, and even along Rainy River, as mute testimonials of a lost race.

These people knew the use of metals, and the art of tempering copper, and their workings have been found on Isle Royale, that part of the United States which, on a clear day, you can see from the shores of Thunder Bay. There, generations before the civilization of Europe knew that there was such a place as the American Continent, they labored, extracting copper from the earth and fashioning it into rude weapons, and there they left their tools when for some mysterious reason they disappeared from the face of the earth. Whether they carried off by some epidemic, whether they were slaughtered by some more vigorous people, we know not, but we do know that they once inhabited this region, that they labored and disappeared.

The history of which I wish to speak, however, is the more modern history of this locality. How did it come about that Fort William was selected as a trading post; who was the first white man to look upon Kakabeka Falls; what name did the Kaministiquia River bear besides the one we know so well? These, and similar questions, should be of interest to us, not only because we live here, but because the answers to these questions are an indication, as in the case of other localities, that here the trader and the Indian of the past, in the uncanny way in which they seemed able to detect such things, saw that nature had at this point planned an advantageous spot where east and west could meet and do business. If we look at a map, and note the towns and cities scattered throughout Canada and the United States, we are struck at once by the fact that in al-

most every instance where the discoverer and the trader selected a site for a fort or trading post, there a large and prosperous city has risen. Quebec, Montreal (the old Mont Royal), Detroit, Sault Ste. Marie, Duluth, St. Paul, St. Louis are a few of the names which occur to one's mind at once. It is a happy augury, therefore, that the man who first established a post on the Kaministiquia River, was one of those adventurous spirits who sought to divert the fur trade of the northwest to this spot, and who was bold enough to enter into active competition with the Hudson's Bay Company, that hoary and venerable corporation, whose initials "H. B. C." were sometimes said to mean "Here Before Christ."

The seventeenth century was a period of intense activity for those daring spirits who were bent upon exploring and opening up new lands of trade and commerce. The French and the English were equally zealous. On May 2nd, 1670, the Hudson's Bay Company was brought into existence, its full name being "The Governor and Company of Gentlemen Adventurers of England trading into Hudson's Bay." Its charter was issued by Charles II. and it may be of interest to quote some of its provisions. Charles II "being desirous to promote all endeavors tending to the public good of our people, and to encourage" the undertaking, granted to his "dear entirely beloved cousin, Prince Rupert" and his associates "and their successors, the sole trade and commerce of all these seas, straits, bays, rivers, lakes, creeks and sounds, in whatsoever latitude they shall be, that lie within the entrance of the straits commonly called Hudson's straits, together with all the lands and territories upon the countries, coasts, and confines of the seas, bays, rivers, creeks and sounds aforesaid, that are not already actually possessed by or granted to any of our subjects, or possessed by the subjects of any other Christian Prince or State . . . and that the land be from henceforth reckoned and reputed as one of our plantations or colonies in America called 'Rupert's Land.'"

As far back as 1610-11 Hudson had made a voyage to Hudson's Bay, giving England a title by virtue of discovery.

Other voyages were those of Button in 1612-13, Bylot and Baffin in 1616. Foxe in 1631, and James in 1631-2. In 1668 Gillam erected Fort St. Charles (Rupert) for Prince Rupert and his associates. Fort Nelson was founded in 1682 by the Hudson's Bay Company, and at the same time Radisson, representing the French Compagnie du Nord, established Fort Bourbon in the vicinity. In the spring following Radisson seized Fort Nelson, but in 1684, having re-entered the service of the Hudson's Bay Company, he retook it for the English.

It was about this time that Du Lhut, the founder of Fort William, appeared upon the scene. The Sieure Daniel Graysolon Du Lhut was born at St. Germaine-en-Laye, in France, about 1640. He first served in the French Army, becoming a Lieutenant in 1657, and a gendarme of the King's Guards in 1664. He also took part in the campaign in Flanders, and was present at the battle of Senef in 1674. During that year he came to Canada, whether he had been preceded by several members of his family, amongst them his cousins the Tontys. At first he settled in Montreal, but in 1678 he left for the West, accompanied by his brother La Tourette and six soldiers. In 1679 he took possession of the Sioux country in the name of the King of France, and it was shortly after this that he established his main trading post at Fort William, that is, about 243 years ago. This Fort he named Camanistigoyan.

Directed there no doubt by the Indians, we can imagine Du Lhut, eager to land after his perilous voyage around the north shore of Lake Superior, slowly entering the mouth of the river. The scene which met his eyes then was far different from that which we gaze upon today. The shores were wooded down to the very margin of the water. No giant elevators, no monster vessels, no busy town, greeted his eyes. The silence of the unbroken forest brooded over all. Mount McKay looked down on him as it now looks down on us, a mighty sentinel that seemed to guard the secrets of the West. A beautiful river opened up before him, its gentle water lapping the sides of his canoe, but whence it came he knew not, perhaps from

that wonderful Western Sea of which he had heard. Pulling his canoe up on shore he made ready to camp. His men cleared an open space, lit a fire, and prepared their evening meal. The Indian guides were eagerly questioned as to what lay beyond, and told wonderful stories of rivers, lakes and seas, Indian tribes and rich hunting grounds. At last, tired with the labor of the day, they sank to sleep, little dreaming, perhaps, that they had that day written one more interesting chapter in the history of Canada. The next day they commenced the erection of a rude fort or post. No doubt they explored the surrounding country, and we can imagine them finding their way to the top of Mount McKay, and there looking over the sparkling waters of Thunder Bay, being touched by some intimation of what the future held in store for this spot, the same feeling that inspired the poet Whittier when, writing of his own great American Northwest, he said:

I hear the tread of pioneers,
Of nations yet to be,
The first low wash of waves, where
soon
Shall roll a human sea.

The rudiments of empire here
Are plastic yet and warm;
The chaos of a mighty world,
Is rounding into form.

Each rude and jostling fragment soon
Its fitting place shall find;
The raw material of a state,
Its muscle and its mind.

Du Lhut was not an ordinary man. Being a member of the King's Body Guards, he was of noble birth. In Montreal, as can be imagined, his social position as a noble gave him certain advantages. But he was of the breed which is not satisfied with the calm of city life. The lure of the west was irresistible, and he conceived the idea of opening up the trade of the Northwest, and diverting the fur trade from Hudson's Bay and from the Hudson's Bay Company. The Hudson's Bay Company had been vigorously operating in the north, and was attracting trade from the southern and western routes. This trade was immensely valuable, and engaged the at-

ention of Governments as well as companies and individuals. The business of fur trading afforded an outlet for men who could not content themselves with peaceful pursuits at home.

Du Lhut had a brother Charles, the Sieure de la Tourette, and this brother at Du Lhut's instance built a post in 1678 at the entrance to Lake Nepigon, then called Lake Alemepigon. Six years later he built Fort La Tourette at the mouth of the Ombabika at the north end of Lake Nepigon, and the following year, 1685 he built a third trading post, Fort des Francais, near the forks of the Kenogami and Albany Rivers. These forts proved to be successful ventures, and drew much trade away from the Hudson's Bay Company.

Du Lhut's main trading post, however, was at Fort William, at the mouth of the Kaministiquia River, and from this base he explored the western country. He was the first Canadian to explore the west, and it was his privilege to save Father Hennepin from captivity when this famous Recollect missionary having become separated from La Salle's expedition, was wandering about in the wilderness near St. Antoine. On account of his interpidity, Du Lhut had great influence over the savages, who humored and feared him. He kept them loyal to France, and pledged them to join the expeditions which were organized against the Iroquois in 1684 and 1687. In 1686 he laid the foundation of the post of Detroit, and in 1696, having been made a captain after twenty years of service, was in command of Fort Frontenac, now Kingston. Here in 1707 he was succeeded by Tonty, his cousin. He died three years later, in 1710, in Montreal, and was buried in the Church of the Recollects.

Du Lhut was one of the most dauntless pioneer rangers (coureurs de bois) in Canada during the French regime. For thirty years he succeeded in keeping the country to the west of the Great Lakes under French control. Notwithstanding that he had every chance of becoming wealthy, he died poor. His superiors testified to his having been a very upright man. Du Lhut wrote accounts of his travels (1676-1678) but unfortunately they

have been lost. However, there is a plan in existence that he designed for a chain of posts to be erected for the purpose of keeping the lake route clear of savages and thus facilitating communication between Canada and the western and southern parts of the continent (1683-95). This plan was afterwards published. In the library of Congress at Washington may also be found extracts from his account of Detroit.

Although the City of Duluth, at the extreme southwest end of Lake Superior, has been named after this hardy pioneer, that honor would seem to have been better deserved by either Fort William or Detroit. However, the time for that is past, but if the City of Fort William ever undertakes the task—as it no doubt will some day—of raising monuments to those of her sons and daughters who are worthy of that recognition, let not Du Lhut be forgotten. To him belongs the honor of having, with far-sighted vision, chosen as a trading centre the spot where now the commerce of the east meets that of the west, and the citizens of that city will have no cause to blush at either the courage or honor of the man who turned the first sod within its limits, and who may truly be said to be its founder.

Du Lhut's trading post, however, did not last long, but in 1688 Jacques de Noyon ascended the Kaministiquia River on a search for the western sea. He paddled up the Kaministiquia and its connecting waterways to Rainy Lake, and in the diary which he left, he describes how, after going ten leagues up the river, he came to the first portage, the spot we now know as Kakabeka Falls. We do not know what feelings were as he gazed on this beautiful waterfall, the first white man so far as we know to view them, but no doubt he appreciated their beauty, as it has been appreciated year after year by visitors as well as by the residents of this district. He continued up Dog River, passed through Dog Lake, continued on through Lac des Mille Lacs, down the Seine River, and finally came to Rainy Lake, and there he built a temporary post and wintered. Thus 235 years ago the river Kaministiquia was opened up to trade and commerce with the Northwest. It

is hard to realize that this took place in the year that James II was driven from his throne by the English revolution, giving way to his daughter Mary and his son-in-law William, who henceforth reigned as William and Mary, and that the great King, Louis XIV, was then King of France.

De Noyon's discoveries led the French Government to become interested, and in 1717 one Robertel de la Noue was sent out to rebuild the trading post at the mouth of the Kaministiquia River. The Kaministiquia was first known as the river of the Assinibonnes, and then as Trois Rivieres. No doubt from the fact that the two islands at its mouth separate its waters into three parts as they enter Lake Superior. Rainy Lake was then known as the Lake of the Crists or Cristinaux Lake. The Fort built by De Noyon was at the western end of this lake, or on the banks of the Tekamimouen or Ouchichiq River (Rainy River). The only known account of De Noyon's journey through Rainy River is contained in a memoir by the Intendant Begon, dated 12th November, 1761, and from this we learn that the spring following the founding of this fort the explorer with a party of Indians descended Rainy River to the Lake of the Woods. Begon's description leaves no doubt as to the identity of the stream. "About two leagues after entering the river," he says "there is a fall, where a small portage is required, and there are also two other small falls where portages also require to be made, and then we come to Lac aux Iles, otherwise called Assiniboiles." The first fall mentioned is that which breaks the stream between Fort Frances and International Falls; the other two are Manitou Rapids and the Long Sault. At the end of the Lake of the Woods, according to Indian report, there was a river emptying into the "Western Sea." The Mer de l'Quest, or Western Sea, had been the goal of French exploration from Canada almost from the founding of the colony. As the tide of discovery rolled westward, the elusive Western Sea receded before it. Obviously, the great body of water which the Indians described to de Noyon, and which Begon calls the Western Sea, was what we know today

as Lake Winnipeg. At a later date this Western Sea was sought for far to the west and southwest, across the great plains, and over the Rocky Mountains, and it remained for Alexander Mackenzie to finally prove what a vast continent lay between the St. Lawrence and the true Western Sea.

No further attempts at western discovery appear to have been made until the year 1731, when Pierre Gaultier de la Verendrye began the long series of explorations to which he was to devote the remainder of his life. He set out from Montreal on June 8th of that year, with his three sons, Jean Baptiste, Pierre and Francois, his nephew La Jemeraye, and a party of soldiers and voyageurs, about 50 in all. They reached the western end of Lake Superior towards the end of August. Unlike De Noyon and Le Noue, La Verendrye had decided to follow a new route to the west, by way of Pigeon River, what was later known as the Grand Portage route. Because of trouble with his men he sent his nephew ahead with a small party, while he with the remainder wintered at the Kaministiquia. La Jemeraye got through to Rainy Lake, and built a post which he named Port St. Pierre, in honor of the leader of the expedition, on Rainy River near the place where it leaves the lake of the same name. The Fort stood on what is now known as Pither's Point. On June 8th, 1732, La Verendrye with his men set out for Fort St. Pierre, taking over a month to traverse the intricate chain of small streams and lakes, with their numerous portages, connecting Lake Superior and Rainy Lake. After a short rest at the Fort, the entire party, escorted by 50 canoes of Indians, descended Rainy River to the Lake of the Woods, crossed the lake to what was for many years later known as the North West Angle Inlet, and built Fort St. Charles on its southern side. This was the first trading establishment, in fact, the first habitation of white men, ever built on the shores of the Lake of the Woods. We need not enter into any further details of La Verendrye's travels, although they form a fascinating story. Suffice it to say that on June 8th, 1736, La Verendrye's oldest son and 19 Frenchmen, set out for Fort Michilimackinac to

get provisions for the famished members of the expedition. But on an island some 21 miles away, the whole party was murdered by a band of Sioux, who had been led to believe that the French favored their traditional enemies the Crees. The island, situate in the Lake of the Woods, has even since borne the sinister name of Massacre Island. Some years ago the authorities of St. Boniface College organized an expedition to discover the exact site of Fort St. Charles, and after much searching, found it, together with the bones of young La Verendrye and his companion, Father Aulneau. The remains were removed to the College, and a pamphlet, describing the work of the expedition was published, which is well worth perusing.

The route to the west by way of Grand Portage has been mentioned. Four main canoe routes were recognized between Lake Superior and Lake Winnipeg, three of which led through Rainy Lake, Rainy River and the Lake of the Woods, and these three were in more general use during the period of exploration and the fur trade. The route first discovered was that by way of the Kaministiquia River. After 1717 that route was abandoned, in favor of that by way of Grand Portage, until the former was rediscovered by Roderick Mackenzie, of the North West Company, in 1798. The first mention of the Grand Portage route is contained in a letter by an officer named Pachot, who, referring to a proposed trading establishment on Rainy Lake, says: "The best route to go to the proposed establishment would be by a small river named the Neutokogane (or Nantokougane) which is about seven leagues from Kaministigoya." The small river referred to was that now known as the Pigeon River, and the route was the afterwards famous Grand Portage Route. La Jemeraye, nephew of La Verendrye, was the first white man to paddle from Lake Superior to Rainy Lake, by way of Grand Portage. La Verendrye does not say in his journals why he adopted this route, but probably he had learned from the Indians that it possessed some advantages over the Kaministiquia. In any event he and his men used it altogether during the many years that he was en-

gaged in exploring the great western country; the same route was followed by other French explorers and traders down to the close of the period of French rule in Canada; and it was adopted by the British fur traders as their principal thoroughfare until difficulties in connection with the international boundary drove the officers of the North West Company to search for other routes more to the north.

The history of the re-opening of the Kaministiquia route, originally discovered by De Noyon, is somewhat curious. Towards the end of the eighteenth century, it having been found that Grand Portage, up to this time the principal establishment of the North West Company, was on American territory, a determined effort was made to discover another route farther north. Edouard Umfreville was sent to explore the country west of Lake Nepigon in 1784, and actually found a practicable route, which will be referred to presently. In 1798, however, Roderick Mackenzie, returning to Grand Portage from the west, accidentally learned from a party of Indians of a water communication running from Lake La Croix to the mouth of the Kaministiquia. He followed it to Lake Superior, and as a result the North West Company moved its establishment from Grand Portage to the mouth of Kaministiquia, where Fort William (the old Fort Camanistigoya) was rebuilt sometime between 1801-5. Up to the time of Mackenzie's discovery, or re-discovery, of the Kaministiquia route, it seems to have been unknown to the North West Company.

The third route from Lake Superior to Rainy Lake, or Rainy River, was by way of the St. Louis river. It is not known definitely when this route was first discovered or used, but in an unpublished memorandum by David Thompson, for many years astronomer and surveyor of the North West Company, and later astronomer and surveyor under the sixth and seventh articles of the treaty of Ghent, he indicates that the route by way of the St. Louis river, Vermilion river and Lake Namakan, was a thoroughfare of the fur traders before 1783.

These three routes, by way of the Kaministiquia, Grand Portage and the

St. Louis River, led to Rainy Lake and the Lake of the Woods. The fourth route was farther to the north, and did not touch Rainy Lake or the Lake of the Woods. It ran from Lake Superior up the Nepigon River to the lake of the same name, then westward by various rivers and lakes to English river, and down that stream to the Winnipeg river. It was discovered by Umfreville in 1784, and although a practicable route, was never much used by the fur traders.

Here let me pause for a moment to call attention to the wonderful daring and ingenuity of the men who travelled thousands of miles in birch bark canoes, and over long and hard portages. They thought nothing, apparently, of leaving their homes for months and even years, to make these journeys. We who travel today in palatial steam vessels, beautiful parlor cars and comfortable automobiles, would well hesitate at making even a single voyage involving the hardships which travelling at that time did. It may be of interest to give some description of the canoes used in those days, and how they navigated the intricate water courses Peter Grant, of the North West Company, in his account of the Sautaux Indians and the fur trade in the Lake of the Woods region, gives the following description. He says:

"The North West Company's canoes, manned with five men, carry about 3,000 lbs. They seldom draw more than 18 inches of water, and go, generally, at the rate of 6 miles an hour in calm weather. When arrived at a portage, the bowman instantly jumps in the water, to prevent the canoe from touching the bottom, while the others tie their slings to the packages in the canoe and swing them on their backs to carry over the portage. The bowman and steersman carry their canoe, a duty from which the middlemen are exempt. The whole is conducted with astonishing expedition, a necessary consequence of the enthusiasm which always attends their long and perilous voyages.

"It is pleasing to see them, when the weather is calm and serene, paddling in their canoes, singing in chorus their simple melodious strains

and keeping exact time with their paddles, which effectually beguiles their labors. When they arrive at a rapid, the guide or foreman's business is to explore the waters previous to their running down with their canoes, and according to the height of water, they either lighten the canoe and carry overland, or run down the whole load.

"It would be astonishing to an European observer to witness the dexterity with which they manage their canoes in these dangerous rapids, carrying them down like lightning on the surface of the water. The bowman, supported by the steersman, dexterously avoids the stones and shoals which might touch the canoe and dash it to pieces, to the almost certain destruction of all on board. It often baffles their skill, when the water is very high, to avoid plunging in foaming swells on the very brink of the most tremendous precipices, yet these bold adventurers rather run this risk, for the sake of expedition, than lose a few hours by transporting the cargo overland.

"When they are obliged to stem the current in strong rapids, they haul up the canoe with a line, all hands pulling along shore and sometimes wading through the water up to their middle, except one man, who remains in the stern of the canoe, in order to keep it in the proper channel; this part of their duty is always accompanied with much labor. When the wind favors, they always carry sail, and in a fresh gale will generally go 8 or 9 miles an hour."

John Johnston, in his "Account of Lake Superior," describes the method of "making a portage." He says:

"Carrying the canoes, goods and provisions (across a portage) is done by means of leather straps or thongs, the middle of which is broad and fitted to the forehead of the carrier. The first bale or piece is tied so as to lie a little above the reins, the second is lifted over the head and deposited, without tying, on the first, and thus loaded, the engages, as they are called, trot off to the place chosen for a deposit, which they call a pose, and which in large portages are from 2 to 3 miles apart. This

they repeat till the whole is transported; they then set off for the canoe, which they carry on their shoulders. They so go on till night, only stopping once for their meal, and once or twice for lighting their pipes. The packs are from 80 to 120 lbs. weight, and he is not looked upon as a "man" who cannot carry two; there are many who even take three and outrun their fellows. This is the mode of carrying all over the Northwest."

Reference has been made to the fact that the Grand Portage route was abandoned by the North West Fur Company when it was found that Grand Portage had become American territory. The story of how the international boundary between Canada and the United States between here and the Lake of the Woods was fixed, may be of some interest. On November 30th, 1782, Richard Oswald, on the part of Great Britain, and John Adams, Benjamin Franklin, John Jay and Henry Lawrens, on behalf of the United States, signed at Paris the provisional treaty of peace between the United States and Great Britain. It acknowledged the independence of the United States. Article II provided:

"That (in order that) all disputes which might arise in future on the subject of the boundaries of the said United States may be prevented, it is hereby agreed and declared that the following are and shall be their boundaries, viz., from the north west angle of Nova Scotia . . . thence through Lake Superior, northward of the Isles Royale and Phillipeaux, to the Long Lake, thence through the middle of the said Long Lake to the water communication between it and the Lake of the Woods, to the said Lake of the Woods, thence through the said Lake of the Woods to the most northwestern point thereof, and from thence on a due west course to River Mississippi."

On September 3rd, 1783, David Hartley, on the part of Great Britain, and Adams, Franklin and Jay, on the part of the United States, signed at Paris the definite treaty of peace. This treaty is commonly known as the Treaty of Paris.

Owing to the maps and other information available at the time of the drawing of the treaty, being erroneous in many particulars this treaty, instead of preventing disputes was exceedingly fruitful of them, and several times brought the two nations to the verge of war. The result was that practically the whole boundary line was at various times the subject of treaties with the United States, and invariably Canada got the worst of it.

On December 24th, 1814, Great Britain and the United States signed at Ghent the treaty that closed the war of 1812. The treaty provided for a determination of the boundary "from the water communication between Lake Huron and Lake Superior to the most northwestern point of the Lake of the Woods." In 1822 surveyors were instructed to ascertain the position of "Long Lake" or, if no lake of that name could be found, to determine the chain of waters supposed to be referred to under that name. In October, 1824, it seemed likely that Pigeon River and Rainy River would be adopted as the boundary line, as no Long Lake had been found, but the British Commissioner ordered surveys of the route by way of the St. Louis river, and the United States Commissioner ordered the exploration of the Kaministiquia River.

The Commissioners were unable to reach an agreement as to the line from Isle Royale to the Lake of the Woods. Barclay, the British Commissioner, claimed that the line should run from Isle Royale southwesterly to the head of the lake, thence by way of the St. Louis and Vermilion Rivers to the Grand Portage canoe route, and thence by the latter to the Lake of the Woods. Porter, the United States Commissioner, contended that the line should follow the Kaministiquia canoe route to its junction with the Grand Portage route, and thence by the latter to the Lake of the Woods.

The treaty of 1783 defined the boundary, as before mentioned, as passing "northward of the Isles Royale and Philipeaux, to the Long Lake, thence through the middle of said Long Lake to the water communication between it and the Lake of the Woods, etc." Barclay therefore contended:

(1) That the St. Louis River an-

swered the description of Long Lake, as it contained a lake expansion at its mouth.

(2) That it was an ancient commercial route, whilst the others were comparatively new.

(3) That the St. Louis river was more navigable than the others.

(4) That on many old maps it was described as "The lake or St. Louis river."

(5) That the boundary spoken of in the treaty was "through Lake Superior," and it was a fair deduction that it should run through to the end, as otherwise it would not run "through Lake Superior."

Porter, the United States Commissioner, claimed

(1) That Dog Lake was "Long Lake."

(2) That it could never have been intended that the boundary, as described in the treaty, should form a great arc simply to take in an unimportant island such as Isle Royale, but that it had intended to run the boundary line straight to the mouth of the Kaministiquia river.

(3) That the Kaministiquia provided continuous water communication which was not the case with the other routes.

The matter continued unsettled until July, 1842, when Lord Ashburton wrote to Daniel Webster, then Secretary of State for the United States, proposing that the line be taken from a point about six miles south of Pigeon River, where the Grand Portage commences, and continued along the line of said portage to Rainy Lake, the route to remain common to both parties. On the 27th of the same month Webster replied that he was willing to agree on a line following the Pigeon River or Grand Portage route to Rainy Lake, it being understood that all the water communications and portages should be free and open to the use of the subjects and citizens of both countries. Ashburton accepted these terms, and they were incorporated in a treaty, and the matter was thus finally settled.

Almost all the trouble involved in definitely fixing this portion of the international boundary line arose by

reason of errors on the map used in the drawing up of the treaty. This map, known as Mitchell's map, showed a large stream emptying from Rainy Lake into Lake Superior, and the negotiators naturally chose this stream as the most natural and convenient to form the boundary. But for this geographical error the boundary line would most certainly have been drawn to the head of Lake Superior, then up the St. Louis River to its source, and thence due west to the Mississippi River. As the treaty was actually drawn, it provided an impossible boundary line if Pigeon River was intended, as the line could not be carried through the Lake of the Woods, and due west to the Mississippi River. The Mississippi River, on Mitchell's map, appeared as having its source far to the north, when as a matter of fact its source is due south of the Lake of the Woods.

The inclusion of Philipeaux Island in the boundary description also caused much confusion. On Mitchell's map Isle Royale was either indicated twice, once under its own name and again under the name of Isle Philipeaux, or else Isle Royale was indicated under its own name, and Pie Island was indicated as Isle Philipeaux. There was a similar duplication of Michipicoton Island, which appeared as Ile Maurepas and again as Pontchartrain Island.

Respecting the "Long Lake" shown on Mitchell's map, there can be no doubt of its identity with the present Pigeon Bay. The large stream shown as flowing out of Rainy Lake was in reality Pigeon River, a comparatively small stream, which as we now know does not flow out of Rainy Lake.

It is interesting, though probably unprofitable, to speculate as to what the consequences would have been had either the St. Louis River or the Kaministiquia been chosen as the boundary. In the latter case, we would have had the United States right at our doors, Mt. McKay and the Mission Terminals would have been in the State of Minnesota, and the building of our Canadian railways in all British territory to the west would have been a much more complicated operation than it actually proved to be. On the other hand, had the boundary line

followed the St. Louis river, Canada would have been the possessor of the famous and immensely wealthy iron ore deposits of the Mesaba range. In either case the history of this locality would have been entirely different. Mr. Mitchell, whoever he was, by preparing a map of a locality with which he was not familiar, lost to Canada one of the richest mineral sections in America, and helped to build up the City of Duluth, in United States territory, at our expense.

Reference has been made to the North West Company, and a word as to the company may not be out of place. Whilst the Hudson's Bay Company was composed mostly of Englishmen, or at any rate men living in England, the North West Company was composed of men living in Montreal, principally Scotchmen, as is indicated by the numerous "Macs" mentioned in connection with its affairs. They were active competitors of the Hudson's Bay Company, and it can well be imagined that with men of the type of those employed by the rival companies, competition would soon develop into active warfare. It is not my purpose to go into the history of this warfare. It is an interesting story, and Fort William figured many times in the bitter fight. But to make a long story short, Lord Selkirk, having acquired a controlling interest in the Hudson's Bay Company, attempted to found a colony where the present City of Winnipeg stands. His failure was about as complete as it could be, and yet it is not too much to say, that out of his efforts and struggles, the present Northwest—so far as its agricultural potentialities are concerned—had its beginning through him. His struggle with the North West Company is well known. Defeated at last, he sailed home to die, and the two companies were amalgamated, and the Hudson's Bay post was immediately moved from Point de Meuron to Fort William. Point de Meuron, which lies just above the west limit of Fort William, was so called after Col. de Meuron, the leader of a Swiss regiment, brought out by Lord Selkirk, which wintered at that spot. The change to Fort William took place in 1821, and thus 102 years ago Fort William again became the headquarters

of the great fur trade of the west.

It was about 1805 that the Fort at the mouth of the Kaministiquia river was rebuilt, and named Fort William in honor of the Hon. William MacGillivray, who died in 1825. It remained but a Fort, however, until the early seventies. In 1869 the Hudson's Bay Company was compelled, after long and strenuous negotiations, to sell out to the Canadian Government, the whole of the great North West territory, which it had governed for almost 200 years. It had on the whole governed well, but the time had come for a change, and the pressure could no longer be resisted. Thereafter the Canadian Pacific Railway was projected and built, and the very modern history of the District commenced.

There are many other interesting events which, had I the time, could be detailed. The founding of the Indian Mission at Fort William in 1846, the landing of Lord Wolsley's expedition at Prince Arthur's Landing (now Port Arthur), and its toilsome and perilous trip up the Dawson Road and the Kaministiquia River to Fort Garry, the building of the Dawson Road, the surveying and building of the Canadian Pacific Railway, the commencement of the great Canadian National railway system, which was really initiated by the building of the old Port Arthur, Duluth and Western Railway, the great fight between Ontario and Manitoba, to determine whether we should form part of Manitoba, or part of Ontario, all these have their interest to one who is desirous of learning the history of the past and of understanding the present, but they are recent events, well known to you all.

I have merely skimmed the surface of the history of this District. There is a wealth of material which can be drawn upon, and some day no doubt, some writer of ability, able to clothe

the story in fitting words, will prepare a history recording these events, a story which will rival any of Parkman's works. These few fragments of history arcuse most interesting speculations. This territory was once French. Wrested by England from France, a large part of it narrowly escaped becoming American territory. Had it remained French, or had it become American, the history of Canada, and the history of each and every one of us, would have been entirely different. Had not Mitchell's map been defective, our territory in all likelihood would have extended to the St. Louis River which separates Minnesota and Wisconsin, and the City of Duluth would have been on Canadian soil. But even as it is we have a wonderful land. Providence has wisely ordained that no part of the earth shall lack some human being who loves to call it his country. The Esquimaut in the north, the negro in the heart of Africa, the South Sea Islander on his little island, cling to their native land, believing that it is the favored land above all others. But looking out over the troubled world of today, we know that we have that favored land in Canada, and we can deeply appreciate the feeling of the poet when he says:

There is a land, of every land the
pride,
Beloved by Heaven o'er all the world
beside;
Where brighter suns dispense serener
light,
And milder moons imparadise the
night.
A land of beauty, virtue, valor, truth,
Time tutored age and love exalted
youth;
Oh, thou'lt find, where'er thy foot-
steps roam,
That land thy country, and that
spot thy home.

Pioneers of Paipoonge

Written by Mr. J. M. Hunt, for the use of his daughter, Mrs. Hanna, who read it at the Women's Institute.

As far as I have been able to gather the first pioneer in Paipoonge was Mr. Pennock, who built a very comfortable log house on Lot 8, Concession 2, in 1883. This house was burned by a grass fire. In 1883, a man whose name I have been unable to ascertain, was located for lots 7, 8, and 9, concession 3, south of the river, lot 7, was at one time occupied by Fred Smith, a son in law of Mrs. Alex. Crawford, and at present is occupied by Mr. Grantz. Lots 8 and 9 are now owned by Campbell Hanna. The first locatee once undertook to find his location and brought an axe and grubber and shover, and began operations just west of what was known as the Smith bridge, over the Slate River between concessions 2 and 3, and a few rods south of the road allowance. Realizing the futility of working on land which might not be his, he returned to Fort William, leaving his tools behind him. These were found about 1887, by James Simpson, the locatee of lots 16 and 17, concession 3. William Brock bought the rights to this property in 1887.

In May, 1887, our family settled on what is at present my home. In the fall of 1887, the late James McGregor and Fred Gammond filed on their locations on Concession 5. In 1883 the late Henry Parsons located on what is now the Pettit, and Bliss farms, and James McGregor, and Fred Gammond moved their families out to their locations. In 1887 John McLure and his son Angus built and resided on Lot 11, concession 5, where Mr. McLure lived for many years. During the first summer my father's family resided on the location, there was not a resident in what is now known as the Slate River settlement, the only outside news was the arrival of my father on Saturday night, having walked from the Beaver mine, 8 miles distance, after working six full days, and a quarter of a day overtime in the evenings for four evenings a week. Bears were fairly nu-

merous, prairie chickens were plentiful, wolves were then unknown, but arrived from the north about 1889, from where they followed the red deer which kept company with the moose, for their mutual protection. For some years there were no roads, and neighbors could meet only by travelling through the burned over logs, and jump from one to the other across the sloughs.

I have heard my father tell of a visit of Mr. Margach, Crown Lands agent, accompanied by the late Alexander Crawford, in 1888, another visitor was W. S. Piper, who located Lot 10, Concession 1. Mr. Kirby, an English Church minister at West Fort William, arrived and stayed to dinner and such a dinner! The baker's bread was all gone, and my father insisted he would not lose two days to go for bread, and Mamie, my oldest sister, and he set sponge, but something went wrong, and the bread was the heaviest and had the hardest crust ever produced in the Slate River Settlement! It is only fair to say that Maimie was only ten years past, and not posted on bread making. A few days later, they went to Fort William for supplies with Buck and Bright, and a two wheeled cart. The road then crossed Newton's creek, just west of the Slate River, and crossed the Slate River on the south end of Concession 3, thence along the blind line, and sometimes in Concession 4, about Lot 7, it made an 8% curve to the north, going around the foot of two mountains, and finally arriving at Point De Meuron bridge. After crossing this we came to the Point De Meuron farm house, then occupied by the late Alexander Macdonald, and his wife, who recently died in Fort William. These people were a blessing to the very early pioneers, as a rest for a man and beast, with a lunch and a cup of tea for which many pioneers in Slate River were thankful.

In 1888 the late James Tonkin was sent to make trails for the settlers by the Neebing council, from the Slate River, west to Oakleys, north to J. M. Hunt's and south by way of John McLure's and James McGregor's toward Fred Gammond's. When I recall how the settlers, without roads, had put their teams through what was almost bottomless sloughs, and the perseverance, displayed by almost all of the pioneers, and then look at the road now, on which the settler can reach Fort William, in 30 or 40 minutes, in perfect comfort, I am amazed and delighted. Those faithful pioneers are deserving of at least kindly remembrance. There are many who ought to be mentioned, but must be left for some future occasion. I must not close though without mentioning a few of those who paved the way for the Slave River of today, chief of whom is the late Ephriam Oakley and his family; John McGugan, and the late George King. Later, came Thos. Miller, senior, and his family from Bruce County, and the late Robert Hall, and Dan McGregor, while fur-

ther south, and very much isolated, Francis Zimmerman, with a young family, stayed with the job, under very severe handicaps. I cannot place each and every settler according to date of settling, etc., and possibly have missed some who ought to have been mentioned.

The winters of 1892 and '93 had very heavy snowfalls, a team crossed in safety the Kam River at the lower subway, on May 1st, with two thousand feet of lumber. The weather then turned warm and kept warm, the snow melted very fast, the water in the Kam river came up so quickly that the ice was lifted out without rotting. This formed a jamb of thousands of tons of ice against the Point De Meuron bridge. James McGregor started for town, arriving at the bridge about 9 a.m. The bridge was lifted off all but the end piers and was bellied away down stream at the middle. It was impossible to cross. Mr. McGregor sat on the bank alone, and witnessed a panorama which excels anything seen in the movies.

Alexander Lord Russell

By H. K. Wicksteed.

Among the most useful and least advertised of Canadian Pioneers and the Land Surveyors of the last generation and one of the most notable of them was the late A. L. Russell, who died in Ottawa on June 11th, 1922.

Mr. Russell fell naturally into the profession, being a son of the late Andrew Russell, who was some 50 years in the service of the Government, and latterly as Assistant Commissioner of Crown Lands. Naturally he was much in contact with the earlier surveyors and he strove to raise their standards of work and with such success that he was credited by them as being the "father of astronomical surveying in Canada."

Lindsay Russell, nephew of Andrew, was a distinguished successor, who had a great deal to do with the mapping of the Ottawa Valley and delimitation of timber limits, etc. In the 60's he ran several exploratory lines north and west from Thunder Bay and was associated with Simon J. Dawson in the exploration and construction of the amphibious route from Lake Superior to Fort Garry which was the forerunner of the Canadian Pacific Railway. Later in the 70's he conducted the trigonometrical survey over the prairie provinces to determine the principal meridians which governed the detached subdivision surveys and he afterwards became Survey General and still later Deputy Minister of Interior.

The subject of our sketch was born at Kingston in Nov., 1842, at which time it was the seat of government. He was educated at the high school in Quebec and early entered the Civil Service. As a consequence of the "Trent affair" and the difficulty with the United States, the Civil Service Rifle Corps was formed in 1861 and young Russell joined it at 19, and immediately distinguished himself as a rifle shot, winning several first prizes. In 1866 during the Fenian Raid he was continuously on duty and passed 2nd

class board of officers. A year later in 1867 he joined the Toronto Garrison Artillery and passed through the School of Gunnery and 1st class board of officers.

In 1869 he published a handbook of rifle shooting which was accepted as an authority in the art. In 1870 he accompanied Col. Wolseley to Fort Garry on the historic Red River military expedition and afterwards read an interesting paper on it before the Thunder Bay Historical Society. The expedition was unique as to transportation and commissariat arrangements and the Colonel was so impressed with the work of the Canadian "Voyageurs" that he incorporated a number of them in his subsequent expedition up the Nile in the futile effort to relieve Gordon in Khartoum. Later he accompanied Governor Archibald from Thunder Bay to Fort Frances on his way to Fort Garry, as the first Governor of Manitoba. Archibald's canoe crew was commanded by the famous Iroquois guide, Ignace Mentour, whom the writer also knew well and Russell mentions him appreciatively in his paper. A year or so later he was assistant leveller on one of the survey parties for the Canadian Pacific Railway under John Fleming and was one of those who rediscovered the forgotten Lake Nipigon. Incidentally he became intimate with some of the pioneer residents of this north country: Sir Henry de la Ronde and Mr. Crawford of the H. B. C., in the Nipigon country; John Watt, a well-known half-breed voyageur; "Tchiaton," a Christian Indian of high character who had so perfect a sense of direction that he was credited with having a transit theodolite in his head. The Railway surveys of this date were very unsuccessful and unfortunate owing to the absolute inexperience of the engineers in charge in this class of work and several men were lost in bush fires, while the results were quite misleading.

On April 16th, 1873, he qualified as a Land Surveyor in Ontario and in the same year he was appointed one of two Canadian Surveyors as aids to the Royal Engineers in marking the boundary line, the 49th parallel of latitude from the Lake of the Woods westerly, and later he assisted his cousin Lindsay in the accurate triangulation survey for the determination of the principal meridians and base lines, and it was at this period that he acquired that taste for precise work which was a hobby with him for the rest of his life. His work on these surveys was highly commended and mentioned in the reports of the Royal Engineers.

In 1876 he married in St. John's Cathedral, Winnipeg, Aurora Caroline, daughter of Henry Codd, a gentleman farmer of Ottawa. Tiring of his incessant absence from home he shortly afterwards moved to Port Arthur where he had some property and started a general surveying business in partnership with the writer. He was a citizen of Port Arthur up to within two years of his death, and besides subdividing a great deal of the present city he surveyed a number of mining claims, Indian Reserves, rights of way for the Canadian Pacific and Canadian Northern Railways, etc., etc.

He was for a time a town councillor, also school trustee. He was the originator of the Current River Park and water power development and an enthusiastic worker in every scheme for the welfare of the city and district.

His military instincts still showed and in 1889 he was appointed paymaster of the 96th Algoma Rifles, from which he retired subsequently with the rank of captain. At this period he showed again his wonderful skill with the rifle, making the possible 7 consecutive bulls eyes at 800 yards and winning the all-comers' military rifle match. In 1912 he was elected captain of the Lake Superior Imperial Veterans, inspected and favorably commented on by the Duke of Connaught. In 1914 he joined the home guards and was placed in charge of Dominion registration of Thunder Bay and Rainy River districts.

In 1920, at the age of 78 years, he won the Civil Service Rifle cup in

Ottawa with the record score of 9 consecutive bulls eyes.

Russell still persisted in survey work and in 1919 he was commissioned by the Ontario Government to make a detailed survey of Lakes Shebandowan and Greenwater to the northwest of Port Arthur. Misfortune came upon him and Mrs. Russell went through a very serious illness which finally ended fatally. He moved her, on the advice of friends, to Ottawa, intending to complete the draughting work in connection with this survey there. A few months before his death he met with a very serious street car accident from which he never recovered completely and he died as above recorded in his 80th year. Mrs. Russell survived him by only two weeks. As executor for the little estate it fell to the writer's lot to complete the mapping of his last survey and he begs here to testify to the great courtesy shown him by the director of surveys and his staff.

Mr. Russell is survived by three sisters—Mrs. J. B. Simpson of Ottawa, Mrs. Osborn Lambly of Belleville, and Mrs. Roy of Boyn Attryn, Pennsylvania. Only one son was born to him early in his married life who died in infancy.

A. L. Russell was a professional man to his finger tips. He had a great love for and belief in his country and his chosen city of Port Arthur and while he could with his record during the latter years of the 19th century and his many influential Ottawa friends have undoubtedly secured and filled a good position in the Civil Service he steadfastly set his face against the change. He saw the great future development which was coming and believed he could profit by it.

Like many professional men he was an artist in temperament and he had a surpassing contempt and hatred for modern business methods and the trickery and chicanery so often involved and he was extremely outspoken in his denunciation of them. As a consequence he made many personal enemies. Although of Scotch descent he was absolutely devoid of thrift and his association with Royal Engineers and military men probably contributed to this characteristic. In

private life he was delightful, hospitable, generous, and possessed of a great fund of anecdote and considerable humor as a raconteur. His private generousities were carried to a fault and were not always discriminating or wise. No former associate or veteran ever applied to Russell for help in vain and many of his \$5 bills were spent on whiskey by the recipient instead of on the sick wife or child which was the ostensible excuse for the appeal.

Port Arthur showed gratitude for his public service, the papers published long complimentary articles, and the secretaries of different clubs and organizations to which he belonged, wrote letters of appreciation and sympathy. It is to be hoped that a city of 15,000 or more, amongst whom he lived and worked for 40 years, will eventually do something more than this and that in connection with the historic monuments to be erected, one of which will be placed by Port Arthur, some more enduring memorial will commemorate his unselfish work as a pioneer. The present generation has been so busy making money out of Canada's resources that they have given little thought to those of former generations who made the resources accessible and available. In all Canada, for instance, I think there is no memorial to the Verendryes, father and son, who opened up a trade route from Lake Superior to the Saskatchewan and from the Red River to the Rocky Mountains, nor to Thompson who carried the work on through the mountains to the Western ocean. Both died in neglect and poverty and the passengers who ride today in luxury over the route they initiated have most of them never heard of Verendrye, and of Thompson only because a river bears his name. The very spirit which tempts a man into the wilderness and bids him prepare the way for the toiling and scheming generations which follow and carry on his work in a more selfish spirit if not less efficiently appears to cut him off from the sympathy and fellowship of his kind. Russell was of this class. He had vision without what is called today business capacity. With all respect for some of the great names of the day he was perhaps better without.

Russell inherited a fine constitution and while not a particularly strong man he was a good traveller and a fair woodsman. His physical specialty was his wonderful eyesight which made him not only famous as a rifle shot, but also an exceptionally good instrument man. He seldom or never used a magnifying glass for vernier readings and his favorite instrument was a tiny transit theodolite which could be carried in his overcoat pocket. By repeating and reversing he did work with this little concern such as I have never seen excelled with much larger instruments, and withal he was quick as well as precise in test plotting of his work he was wont to use a sheet of foolscap and a miniature protractor and scale with 80 or 100 divisions to an inch. Precision and astronomical work was a hobby with him and with a better mathematical education he would have made an exceptionally good observer. His love for instruments and precision was an obsession and in our association I sometimes used to be obliged to call him down for devoting too much time to purely academic studies when more important issues were at stake. But his caution in his work did not extend to his care of himself and while I do not remember that he ever had a serious accident he suffered much hardship and privation which a little forethought would have prevented. I well remember one night when we travelled the length of Thunder Bay together with a dog train and arrived at Port Arthur in the morning in record time to the great astonishment of the mail carrier who had been held up by open water the day before. The ice we travelled on could not have been more than an inch or two in thickness, but on this occasion at any rate our recklessness was successful if not good policy.

Russell died painlessly in his bed. He was a good and kind man. "Requiescat in Pace."

For the Ontario Government Mr. Russell made the following surveys:

Flying survey of waters West and South of Twps. near Whitefish Lake—March, 1886.

Part Twp. Conmee—May, 1886.

Lakes between Arrow Lake and Agnes Lake on Hunter's Island—Dec. 1887.

Certain lands North of Twps. Ware, Gorham and MacGregor—June, 1915.

Traverse shore of Lower Shebandowan—Sept., 1917.

Traverse shore of Upper Shebandowan—June, 1919.

For the Dominion Government Mr. Russell made the following surveys:

1827—South outlines Twps. 11-5, 6, 7 and 8-Pr.; North outlines Twp. 3-1-Pr.; Twps. -71 and 2-Pr.

1873—Outlines and subdivisions.

1874 Outlines and traverse part Lake of Woods.

1875-76 -Outline work.

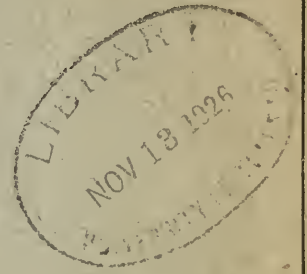
1877—Parts of 2nd meridian and 3rd meridian and outline work.

1878—Outline work West of 2nd meridian.

1879—Outline work and exploring Carrot River district.

1880—Outline work West of 2nd meridian.

THE THUNDER BAY HISTORICAL SOCIETY



Sixteenth and Seventeenth
Annual Reports



PAPERS OF 1924-25, 1925-26

THE THUNDER BAY HISTORICAL SOCIETY

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PAPERS OF 1924-25, 1925-26



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THE THUNDER BAY HISTORICAL SOCIETY

16TH AND 17TH ANNUAL REPORTS

Organized in 1908

OFFICERS: 1924-25

HONORARY PRESIDENTS:

RIGHT HONORABLE SIR GEORGE E. FOSTER.

MR. PETER MCKELLAR, F.R.G.S.

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VICE-PRESIDENT MRS. PETER MCKELLAR.
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EXECUTIVE COMMITTEE:

MESDAMES GRAHAM AND SHERK, MISS ROBIN,

MR. C. W. JARVIS, CAPTAIN MCCANNELL.

AUDITORS:

MRS. C. W. JARVIS AND MISS PAMPHYLON.

SECRETARY-TREASURER'S REPORT.

To the Chairman and members of the Thunder Bay Historical Society.

I beg to present the following report for the year 1924-25:

We have a paid up membership of 17, all of whom attend our meetings regularly. This year our work has been somewhat disorganized owing to the fact that we did not know how we were going to be able to finance our publications. However, in spite of that, we have gathered some valuable material as this booklet will show. Papers have been given as follows:

"The Buffalo Song," supplied by Mr. Peter McKellar.

Incident in the History of the Canadian Pacific Railway, by Mr. McKellar.

Place Names in the Vicinity of Fort William, by Miss M. J. L. Black.

Fort William Streets, by Miss M. J. L. Black.

Legend of the Sleeping Giant, by W. W. Moore (copied from an old newspaper).

Early History of the Public Library, by Miss M. J. L. Black.

The Dawson Route to the Northwest (copied from the Thunder Bay Sentinel, 1875).

Port Arthur: Its Industrial Development, by Miss Helen E. Carthy.

Owing to the fact that we received no government grant last year, our books are at present showing a balance on the wrong side. However, we hope to have a tea in the fall, and clean up our little indebtedness.

All of which is respectfully submitted.

M. J. L. BLACK,
Sec.-Treas.

Receipts

Oct. 1st, 1924, balance in bank.....	\$78 30
Fees:	
Capt. McCannell.....	1 00
Mr. and Mrs. Jarvis.....	1 50
Mr. and Mrs. John King.....	1 50
Mr. and Mrs. McKenzie, 3 years.....	4 50
Miss Robin.....	1 00
Mr. and Mrs. McKellar.....	1 50
Miss Black.....	1 00
Mrs., Miss and Mr. Copp.....	3 00
Mr. and Mrs. Graham.....	1 50
Mr. F. C. Perry.....	1 00
	<hr/>
	\$95 80
	<hr/>

Disbursements

Canadian Historical Association.....	\$ 5 00
Printing annual.....	89 50
	<hr/>
	\$94 50
Balance in bank.....	1 30
	<hr/>
	\$95 80
	<hr/>
Balance of printing account still outstanding.....	\$ 9 50

Officers 1925-1926

HONORARY PRESIDENTS

HONOURABLE SIR GEORGE E. FOSTER
 MR. PETER MCKELLAR, F.R.G.S.

PRESIDENT.....MRS. PETER MCKELLAR
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 SECRETARY-TREASURER.....MISS M. J. L. BLACK

EXECUTIVE COMMITTEE

MR. PETER MCKELLAR, MR. JOHN KING, MISS ROBIN
 AND CAPT. MCCANNELL

AUDITORS

MRS. G. A. GRAHAM AND MRS JOHN KING

FINANCIAL STATEMENT 1925-26

RECEIPTS

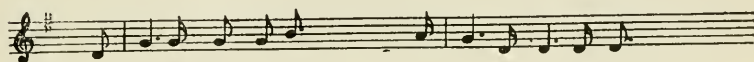
Balance in Bank.....	\$1 30
Hudson Bay Co., gift.....	50 00
Fees: Col. S. C. Young.....	1 00
Mr. and Mrs. A. C. Casselman.....	2 00
F. C. Perry.....	1 00
Capt. McCannell.....	1 00
M. J. L. Black.....	1 00
Mr. and Miss Copp.....	2 00
Mr. and Mrs. John King.....	1 50
Mrs. McEdwards.....	1 00
Miss Robin.....	1 00
Mrs. Kirkup.....	1 00
Mr. and Mrs. McKellar.....	1 50
Mrs. F. A. Sibbald.....	1 00
	<hr/>
	\$66 30

EXPENDITURES

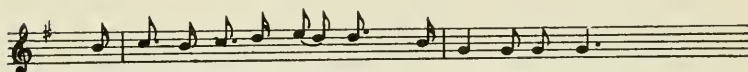
Printing.....	\$9 50
Picture framing.....	2 50
Flowers.....	5 40
Canadian Historical Society.....	5 00
	<hr/>
	\$22 40
Balance in bank.....	43 90
	<hr/>
	\$66 30

"THE BUFFALO SONG."

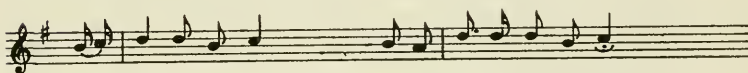
This was a very popular song at all the early social gatherings in Thunder Bay, the leader always being Mr. Peter McKellar. It was originally the pioneer song in the Ohio States, and was then taken up by Wisconsin. It was there that Mr. McKellar learned it and brought it over to Thunder Bay.



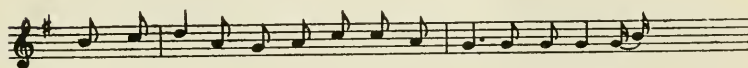
Come all ye young fellows,	That have a mind to range,
There are fish in these rivers,	That are fit for our use,
Supposing the wild Indians,	Should chance to draw near,
Come all ye pretty fair maids,	Come lend us a hand,



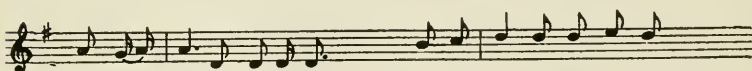
Come out into this countree,	Your lives for to change,
There are tall and lofty sugar trees,	To yield us their juice,
We'll unite to-gether boys,	Our hearts free from fear,
Come out into this country,	And each choose a man,



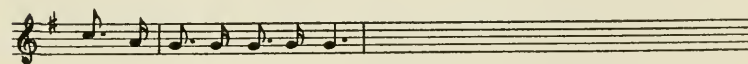
We'll lie on the banks,	Of the pleasant O-Hi-O,
There are all kinds of game here,	Besides the buck and doe,
We'll march through their towns,	We would strike the fatal blow,
If you can card and spin,	We can plow and mow,



Through the wild woods we'll wander, And we'll chase the buffalo,



And we'll chase the buffalo, Through the wild woods we'll wander,



and we'll chase the buffalo.

INCIDENT IN THE HISTORY OF THE CANADIAN
PACIFIC RAILWAY.

BY PETER MCKELLAR.

The Thunder Bay Historical Society is collecting information regarding all past important events relating to this District.

One of these outstanding events was the seizing of a C.P.R. train for overdue taxes by Port Arthur. As I was one of the people living here at that time, I have been prevailed upon to give my view upon this historical action, as it resulted in transferring the business from Port Arthur to Fort William. A great many C.P.R. officials were transferred to Fort William and a great deal of money was expended in this city which otherwise would have been spent in Port Arthur. This activity occurred for some years.

For a great many years in the early years of Port Arthur the leading men were Thomas Marks and his nephew George, who had been mayors for a number of years, and who had a very strong following. These officials had allowed the C.P.R. to get off with paying only half the taxes. By a great many this was considered to be too lenient towards such a strong corporation. The Conservative majority managed to keep control of the city affairs for a number of years until finally a leading lawyer, Mr. Gorham, was elected mayor. The main plank in his policy was supposed to be that an equitable proportion of the taxes was to be paid by the C.P.R.

At this time it was customary for the C.P.R. boats to call at Port Arthur first coming in and at Port Arthur last on the return trip. At Fort William they exchanged cargoes, took on passengers, then started for Port Arthur and eastern points.

In the fall of 1889 the C.P.R. boat, on her last trip, when loading and taking on passengers at Fort William, remained longer than usual, and it was speedily rumored that the officers at Port Arthur were going to seize the boat when she docked there. It oozed out in Fort William that telegraph communication was in evidence between Winnipeg and Fort William and Montreal, and we thought the expected seizure was responsible for the delay. As a result of this activity of the wires, the boat was ordered to leave Fort William and to sail direct for the Soo and eastern points and not to call at Port Arthur. The consternation of the citizens of Port Arthur, and more especially of the would-be passengers who were left on the Port Arthur dock, may be better imagined than described.

The same evening a large card party was held in Port Arthur at which were all the most influential citizens of both Port Arthur and Fort William. The main topic of discussion was the action of the C.P.R. in ignoring Port Arthur. The same evening a C.P.R. train, on regular route west, duly called at Port Arthur and was at once seized by Port Arthur officials. The wires were at once made busy, and President Van Horne ordered that all taxes be paid up in full and at once. The train was thereupon released and proceeded on its way, but President Van Horne remarked that "for this I will make grass grow on the streets of Port Arthur." This saying went all over the world and became not only a famous by-word but also a true prophecy. For years after this the great bulk of the C.P.R. business was transacted in Fort William.

When McKenzie & Mann were building their transcontinental railway, the Canadian Northern, the citizens of Port Arthur saw their opportunity and by valuable concessions, including a grant of \$25,000, induced the officials to locate the terminals of the C.N.R. in their city and revive its almost defunct existence.

PLACE NAMES IN THE VICINITY OF FORT WILLIAM.

By MISS M. J. L. BLACK.

In searching for the original Indian place names, and the meaning of the present Indian names, I am indebted to the Rev. Father V. Renaud, S.J., and to Mrs. Nellie Corbett, both of whom gave me much information, and also to Mr. John Duncan Mackenzie, who checked their notes over for me. Other information I have picked up from various sources, and though I have tried to keep it authoritative, I cannot guarantee it. I give it for what it is worth, and because it is all of local interest.

City of Fort William commemorates William MacGillivray, one of the leading members of the North West Fur Company, who directed the construction of the fort on the Kaministikwia River, as the company's headquarters, instead of Grand Portage in Minnesota. Apparently the move began in 1801. Building went on in 1802 and 1803. In the latter year the fort was completed, but dwellings had still to be erected. Daniel Harmon notes that there were a thousand laboring men here in July, 1805. He calls it "The New Fort" (see Coues, *New Light on the Early History of the Great North West*, page 222). A letter from George Monk, dated Leach Lake, April 18, 1807, refers to "Fort William." William MacGillivray succeeded Peter Pond as a partner in the North West Company about 1790; he was a member of the House of Assembly, Lower Canada, June 18, 1808, to October 2, 1809, for Montreal West; member of the Legislative Council, Lower Canada, 1814-1825, October 16, on which date he died in London, England. (Report, Geographic Board of Canada.) The site of Fort William was discovered by Duluth in 1679, when a trading post was established. After this was abandoned, there was nothing here until La Noue rebuilt it, or built it on the same site in 1717. This post had long been abandoned and forgotten by the time of the change from the French regime to English rule in 1763. The X.Y. Company had a post here in 1804. It is referred to by Alexander Henry, the younger. It was situated about a mile up the river from the North West Company's post. The latter post was taken over eventually by the Hudson Bay Company, when the two companies amalgamated in 1821. The Hudson Bay Company had a depot at Point De Meuron in 1816, under Lord Selkirk.

Fort William's future was assured in 1875 (though it was not incorporated until 1892), when the first sod was turned for the Canadian Pacific Railway. The following are the dates of the first and best known subdivisions: Blackwood addition, January, 1875; First McKellar addition, July, 1875; Oliver Davidson and Co., July, 1876; First McVicar addition, January, 1885; Hudson Bay and Canadian Pacific Railway additions, February, 1890; St. Paul's addition, August, 1890; First Wiley addition, August, 1902. The first Vickers addition was registered in June, 1875, but was cancelled in May, 1879. The present Vickers addition was registered in July, 1904. (See also West Fort William.)

Algoma. Lake and lands of the Algons, or Algonquin Indians. The Indians received their first treaty from Queen Victoria in 1850. After they signed the treaty they gave up their rights, and now call the district Agema-Ekaw-Oge-Baw-o-ning, meaning Queen's Landing. (Mrs. Corbett.)

Miss Stafford says that Algoma means the Unknown, or Hidden.

Animikie. The name applied to Mount Mackay, and Thunder Cape (meaning "Thunder"), but really quite modern; it is much used by geologists, and refers to the silver-bearing formation of Lake Superior.

Assiniboin. Chippewa word "asin" meaning "stone," "upwaw" meaning "he cooks by roasting," hence, "one who cooks by the use of stones." (Hodge.)

Athabaska. Forest Cree word, "athap," meaning "in succession," "askaw" meaning "grass," hence, "grass or reeds, here and there." (Hodge.)

Beaver Mine. Discovered in 1884, and worked for three or four years. Very rich in silver; in 2½ months \$93,000 was produced in smelting ore and concentrates. (Geological Survey, 1887.)

Brulé Bay. Etienne Brulé reported the discovery of Lake Superior in 1618. (Parkman.)

Caribou Island. Alexander Henry, the elder, in 1771, found caribou on the island.

Chippewa. An adaptation of Ojibway, meaning "to roast till puckered up," referring to the puckered seams on their moccasins. (Hodge.)

De Meuron Point. Portage point for the early fur traders. The Swiss mercenaries, engaged by Lord Selkirk, wintered here in 1816. Buildings were put up by Selkirk, for the H.B.C., but were abandoned on the union of the North West Company with

the Hudson Bay Co. in 1821. The De Meuron regiment was formed of Swiss, Germans and Piedmontese who had been forced to act as conscripts in the army of Napoleon. They subsequently served in the British army under Colonel De Meuron, and being disbanded at the close of the Peninsular War, a number of them joined the Earl of Selkirk as settlers in his new settlement in the Red River country.

An added interest, associated with Point De Meuron, is the fact that in 1872, Lord and Lady Milton spent a summer at this point, and, there, was born the present seventh Earl FitzWilliam. Prior to this visit, Lord Milton had made two extensive trips through western Canada, the account of which is contained in that most interesting book, the title of which is "The Northwest Passage by Land," by Lord Milton and Dr. Cheadle.

Dog Lake. "Animosaigaigun" meaning "lake shaped like a dog." (Mrs. Corbett.) This lake takes its name from the huge effigy of a dog outlined in sand, which is still to be traced on the high terrace over which the portage to the lake passes. This is said by the Indians to have been left by the Sioux when they abandoned this section of the country for the west, as a lasting reminder to the Ojibways of their scorn of them. (Geological Survey, No. 678.)

Duluth City. Originally Fond du Lac. The explorer's name is frequently written Du Lhut.

Fort Frances. Named after Lady Frances Simpson, wife of Sir George Simpson.

Enterprise Mine. On Black Bay. Discovered in 1865 by Messrs. Peter and Donald McKellar.

Gargantua Cape, Harbour, River. Named after Rabelais's giant, sometime before 1760. Applied originally to a rock near the shore. (Report, Can. Geog. Bd.)

Grand Portage Route. This was discovered by Jemeraye, nephew of La Verendrye, in 1731. Grand Portage, of the French and English fur traders, was primarily the designation of the long carrying place, over which baggage was taken on men's shoulders, from a point near Lake Superior to a point on the Pigeon River, nine miles distant, but it speedily became the name of the place on the lake. The situation is about 47° 58' N. Lat., 89° 39' W. Long. by U.S. charts, on Grand Portage Bay (too shallow for vessels to land, and separated by Hat Point from Wauswargoning Bay), in which is the small Grand Portage Island. The most conspicuous object in the vicinity is the hill, now called Mount Josephine, 703 feet high. The North West Co.'s establishment there, before and after 1800, was a stockaded post, 24 x 30 rods,

on the edge of the bay, and under the hill; it was long a famous rendezvous of the Northmen who assembled sometimes to the number of more than a thousand. It was abandoned in 1803. The X.Y. Co.'s post was built in 1797, about 200 rods from that of the North West Co.'s, across a small stream that flows into the bay. Fort Charlotte was the N.W. Co.'s post at the other end of the portage on Pigeon River.

The Ashburton-Webster Treaty of 1842 stipulated that the route should remain common to both countries, and should be free and open; so presumably British citizens to-day would be entitled to demand the unobstructed use of the ancient trail over the Grand Portage. (See Story of the Grand Portage, by Solon J. Buck, in Minnesota Historical Bulletin, February, 1923.)

Huronian Mine, at Jack Fish Lake, near Shebandowan. Discovered in 1872 by Peter McKellar. First gold mine in this part of the country.

Kakabeka. Kakabeking bawtick, meaning "high cliff falls." (Mrs. Corbett.) According to Mr. McKenzie, it means any steep rock. Sometimes in the early records it is called Mountain Falls; for instance R. M. Ballantyne calls them by that name, and also calls them Kackakecka Falls.

Kaministikwia. There have been innumerable spellings for this word, and also many meanings given. Nicholas Garry, in his diary, July 1, 1821, calls it Kaministiquia, and gives as the meaning "river of islands." It is also said to mean the "river that winds," and "the river of three mouths." I have also heard it said to mean "the crooked squaw." It was first known as the "river of the Assiniboines," then as "Trois rivieres." Harmon, in 1805, called it Dog River. Mr. McKenzie says that the correct Indian name is Kamanatiquia, meaning "ragged shores involving portages." The Kaministikwia was discovered by Duluth in 1679, but the river itself was first explored by Jacques de Noyon, in 1688. In the course of time the route was forgotten, but was rediscovered in 1789 by Roderick Mackenzie of the N.W. Co.

The following are some of the forms of the word: "Kaministiquia, with some traces still of Kamanistiquia, the form Alexander Henry uses. Senator Masson prefers Kaministikia, and Kaministiqua, and Kaministiqua appear on many U.S. charts. The initial "K" varies to "C" and "G," and the "Q" to "G," and there were permutations in most of the vowels. Thus Gamanestigouya appears in La Verendrye's journal, 1738-39; we hear from the beginning of Camenistiquoia, of Three Rivers;

Kaministikweya is said by Pettitot to mean "wide river"; Caministiquia is Sir A. Mackenzie's form; Harmon prints Kaminitiquia; Kamanaitiquoya appears in Malhoit; Kamana-tekqoya, or "river of Fort William," is in Keating, page 135. I have found Wandering River once, and Dog River was common." (Coues, "New Light on the Great North West.")

Keewatin, means "north wind."

Lac des Mille Lacs. Sasagqisaigaigan, meaning "deep lake." (Mrs. Corbett.)

Lake of the Woods. The Indians called its northern portion Kamnitic Sakahagen, meaning Lake of the Woods, and Island Lake, and the southern portion Pekwaonga Sakahagan, or Lake of the Sand hills. Another Indian name is translated "White fish Lake." This is now applied to that portion of the lake east of Sioux Narrows. The northwest part of the lake was known as Clearwater Lake, now Clearwater Bay. Another Indian name was Minitic or Minnitite. During the French period it was variously known as Lac des Bois, Lac des Sioux, Lac des Iles, and in one case as Lac des Christineaux, a name more generally applied to Lake Winnipeg. On some maps it is called Asiniboiles.

Loch Lomond. Kasasagadadjiqegamishkag. (Father Renaud.) Kazazeekeegewaigamag, meaning the high lake that is always overflowing. (H. Sidney Hancock.)

Mission, Fort William. It was founded in 1848 by two Jesuits, Fathers Fre Miot and Jean Pierre Choni.

Mission Treaty. Concluded in 1850 by Hon. W. B. Robinson, with the chiefs of the Ojibway Indians. (See H. Y. Hind's Report.)

Montreal Island, and River. This name appears on Pople's map in 1731.

Mount Mackay. Nicholas Garry states in his diary of July 1, 1821, "This very fine mountain has no name." In 1857, however, H. Y. Hind calls it "Mount Mackay," though in the majority of references up to the later eighties, it is called "Mackay's Mountain." It was named after a free trader, William Mackay. The story goes that Trader Mackay was in the habit of climbing the mountain as his daily constitutional. I have not been able to find out in what year he lived in Fort William. The Indians now call it Anamikiewakchu, or Thunder Mountain, according to Mr. McKellar, or Mamanetigqeia wadjew, meaning Kaministikwia hill, according to Father Renaud, while Mrs. Corbett gives it as Missanbaing Wadjew, or

Crane Mountain. (In regard to "Anamikiewakchu," see note under "Anirikie.")

Mountain Road. Kichiwidijew ekahnah. (Mr. McKenzie.)

Mutton Island. Manisklanishi miniss. (Mrs. Corbett.)

Neebing. Said to mean "summer," but of this Mr. McKenzie is doubtful.

Neebing Post Office. See West Fort William.

Neebing Township. Plan dated July 1, 1860, signed by Thos. W. Herrick.

Nepigon, or Nipigon. called Annimibegon, meaning "the lake you cannot see the end of" (Grant's Picturesque Canada.) In the early records called Ale-nepigon. Fort Nipigon was at the mouth of the river on the left bank about 1680. On some early maps it is called "Fort Ancien du Sr. du L'Hut."

Otter Head Cove and Island. The earliest form met with is "Tete de l'Outre" on Popple's map, 1731. (Report, Can. Geog. Bd.)

Paipoonge. Meaning is doubtful, but I have been told that it is "winter." The township was laid out in 1857, and the plan signed in 1860 by T. W. Herrick. Mrs. Corbett gives "Be-taw-be-gosing" as the present form, meaning "double current."

Pays Plat, a translation of the Indian name which refers to the shallow floor of the lake hereabouts. Called Bagouachi on the Moll map of 1719. (Report, Can. Geog. Bd.)

Peeping Squaw. This is a protrusion of rock which appears in the vertical face of the middle Pie Island Mountain, at an elevation of about 300 feet. The Indian legend associates the Peeping Squaw with the Sleeping Giant, in one story telling that she, having followed him for many miles, he jumped to the Cape and then fell down exhausted, while she succeeded in getting only as far as the Pie in her jump, but that while he sleeps she remains on guard, prepared to renew her pursuit as soon as he stirs.

Pic River. Indian name meaning "mud." There are beds of yellow and white clay some distance up the river. It appears as "Le Pick" on the Moll map, 1707. (Report, Can. Geog. Bd.)

Pigeon River. Also called Dove River, and derives these names from the French phrase Riviere aux Tourtres, or the River of Turtles, i.e., turtle doves, probably referring to the passenger pigeons. A name current earlier was Riviere aux

Groseilles, also Groseilliers. Called by the Indians Neuto-kogane, or Nautokongane. (See also Grand Portage.)

Pithers Point, on Rainy River. De la Verendrye's nephew, La Jemeraye, built a post here in 1731, which he called "Fort Saint Pierre." La Verendrye described it in his journal, and said: "A fort with two gates on opposite sides. Interior length of sides, 50 feet, with two bastions. There are two main buildings each composed of two rooms with double chimneys. Around these buildings is a road seven feet wide, and in one of the bastions a storehouse and powder magazine have been made, and there is a double row of stakes 13 feet out of the ground."

Porcupine Mine discovered in 1884. In this mine was found a special mineralogical feature, in the occurrence of the carbonate of barium, or witherite, said to be the first found in Canada.

Port Arthur, called at various times "Dawson's Landing," "The Depot," "The Station," and "Prince Arthur's Landing." Colonel Wolseley gave it the last name when landing with the troops in 1870. Changed to "Port Arthur" in 1883.

Prince's Location, on the mainland near Spar Island. Oldest mine on the Canadian shores, having been worked in 1846, or '47, when it appears to be regarded in the light of a copper rather than a silver-bearing vein.

Rabbit Mountain Mine, discovered by Oliver Daunais in 1882. Closed down in 1887.

Rainy Lake, lake of the Crists or Cristinaux (Crees') Lake. Known to the Indians as Takaminouen, and to the early French as Lac la Pluie. The first trading post of the North West Company in the Lake of the Woods district, was known as Rainy Lake House; date of construction uncertain, but John McDonnell, in 1793, writes: "In sight of the Fort of Lake la Pluie is the Kettle Falls, causing a portage. The fort stands on the top of a steep bank of the river. It has two wooden bastions in front flanking the gate."

Rainy River. Tekamimouen, or Ouchichiq River.

Royale Isle. Called Isle Minong by Fr. Dablon in the Jesuit Relations, 1671.

St. Joseph's Orphanage, established in 1870 by the Daughters of Mary, but taken over in 1885 by Sisters of St. Joseph.

Sault Ste. Marie. Named by the French in 1640 when they founded the mission of Ste. Marie du Saut. Previously it was known as Sault de Gaston, after the younger brother of Louis 13th.

Shangoinah. "White man."

Shebandowan, meaning long wigwam, door at both ends. (Mrs. Corbett.) Mr. Mackenzie says that this refers to a special tent that is erected for a dancing ceremony. It is put up in the spring when the willows and poplars are pliable, the frame being made of them, bent over and woven. These are then covered with skin. The "Shebandowan" is quite long, and the dancers enter at one end, and dance the full length, going out by the back end, and returning on the outside to the front again. It is considered quite sacred, and no liberties are allowed to be taken with an Indian's "shebandowan."

Shuniah, said to mean "money" or "silver."

Shuniah Township, organized in 1873. It consisted of the Townships of McIntyre, McGregor, the Welcomes, Pie Island, Neebing, Paipoonge, Blake, Cronks, Pardee, and Neebing Additional. Organized in order to raise funds (\$70,000 bonds) to build the railway from Port Arthur to West Fort.

Shuniah Mine, formerly called Duncan Mine, discovered in 1867 by John and George McVicar; sold in 1870 for \$75,000.

Silver Harbour Mine, also called the Beck Mine, discovered in 1870, closed in 1872 after extensive development.

Silver Islet, a small islet less than 90 feet square, and eight feet at its highest point; discovered on July 10, 1868, by a Mr. John Morgan, under the direction of Mr. T. Macfarlane; \$3,250,000 is said to have been taken from it before it was closed down in 1884. It went to a depth of 1,230 feet and had thirteen levels. The length of one of the veins was known to be over 9,000 feet, extending from the islet over to the mainland and on to "Morgan's Junction" a shaft beyond the Cross Fox farm. There is a romantic story of the shutting down of the mine, when it is said that it was due to the failure of the arrival of a boat in November, 1884, on which was the winter's supply of fuel. This necessitated the closing down of the furnaces which operated the pumps, and the mine flooded. Some skeptical people think that that was only made an excuse, and that the wealth had been exhausted. Since then various attempts have been made to have the water pumped out, and the operation continued, but no great wealth has been made in these ventures.

Silver Mountain Mine, discovered in 1884, and operated with considerable success for several years.

Spar Island Mine. This was part of the old Prince's Location, one of the first mining properties worked on the lakes, operations having been carried on there in 1846 and '49.

Sleeping Giant. Many interesting stories are told in regard to this giant, and Indian superstition declares it a spot that may well be avoided.

Superior Lake. On September 2, 1665, Father Allouez entered Lake Superior and named it "Tracy," after the Marquis de Tracy, Lieutenant-Governor of that period. Its discovery had previously been reported in 1618 by Etienne Brule. On the Jesuit maps of 1670-71, it is called "Lac Tracy, ou Superieur," and shortly after, the second, and much more suitable name, became general. Kitchigami, meaning "great water" is the Indian word generally accepted, though that word refers to any large body of water.

Thunder Bay, Animikie wekwed. Thunder birds lived there in olden times, hence Thunder Bird Bay. (Mrs. Corbett.)

Thunder Bay Mine, 2½ miles northeast of the mouth of the Current River. Discovered by Mr. Peter McKellar in 1866. Developed quite extensively, and a little village sprang up. Everything was destroyed by fire in 1873, and again in 1881.

Thunder Cape, Kitchi neiashing, meaning "great point"; also Animiki neiashi, "Thunder Point." (Father Renaud.) Kitch Naishing, "long narrow point." (Mrs. Corbett.) Animiki wadjew, "thunder hill." (Mr. McKenzie.) For Animiki, see also under Animikie.

Town Plot. Laid out in 1857, plan signed by T. W. Herrick in 1860.

Trowbridge Island, named after one of the Silver Islet officials, C. A. Trowbridge, Secretary of Silver Islet Company.

Wallbridge Mine, on Lot II, Paipoonge. Discovered in 1863, copper, sulphurets and galena ores. The first mining property sold in Thunder Bay.

Welcomes. Pagwaassabaning. (Father Renaud.) Called "the Welcomes" on Bayfield's map, 1828.

West Fort William. This section developed as the result of the construction of the Canadian Pacific Railway, the centre of the settlement being at Brown Street, and along the river front. On the post office being opened it was called "Fort William." Later on, East Fort William sprang up, and there the post office was also called "Fort William." The west end then changed their name to "Neebing," and in the course of time to "Fort William, West," then to Westfort, and finally to West Fort William.

Winnipeg is Indian for "muddy water," a name applied to Lake Winnipeg, which is turbid after a storm. Fort Garry, the

H.B. Co. fort, was the nucleus of the present city. The name is first found on the title page of the "North Wester" of February 24, 1866. The first house was built in Winnipeg in 1862.

Winnipeg River, Riviere Maurepas, Riviere Blanche, White River, and Sea River. The present name is a translation of the old Indian designation, Wi-nipi, meaning turbid waters, which appears on the old maps as Ouinepique, Ouinipigon, Winnipeek, and many other ways.

FORT WILLIAM STREETS.

BY MISS M. J. L. BLACK.

In Fort William, as in the majority of places in Canada, the origin of the names of the streets may be traced to the founders of the various sub-divisions, those in the Hudson Bay and Canadian Pacific Railway sub-divisions being called after their prominent workers who had either been stationed in Fort William or whose names were sufficiently important to warrant such a compliment; the McKellar, McVicar and other large sub-divisions were named in the same way. This fact has simplified the problem of hunting up the source of the street names, but has made, in one instance, a great difficulty in getting any information, namely those streets situated in the "Town Plot." This sub-division was laid out by government instruction in 1857, and was registered in 1860. It was surveyed by T. Wallace Herrick, who named the streets, and probably chose the names of his own family and acquaintances, but beyond that we have no information. Some of the street names have apparently no special significance. The following is a list of the streets arranged alphabetically with what information is obtainable:

- Alberta.
- Alexandra.
- Algona.
- Amelia. (Town Plot.)
- Ann. (Now called King, in Town Plot.)
- Archibald. (Archibald McKellar.)
- Arthur. (Arthur A. Vickers, late of Vickers and Moffatt.)
- Athabaska.
- Atlantic.
- Balmoral.
- Begin. (J. A. Begin, Comptroller of the Province of Quebec, and his brother, E. H.)
- Bernard. (Bernard Ross, brother of Mrs. G. A. Graham.)
- Bethune. (Angus Bethune, Chief Trader, H.B. Co., 1821.)
- Brent. (C. R. Brent, Manager of the Royal Canadian Bank.)
- Broadway. (Named by S. C. Young.)
- Brock. (Formerly Victor, after Victor G. R. Vickers.)
- Brodie. (Mrs. Duncan McKellar's maiden name.)
- Brown. (P. J. Brown of Davidson, Brown and Oliver.)
- Brunswick.

- Cameron. (J. D. Cameron, Chief Factor, H.B. Co., 1821.)
 Carlton.
 Caroline. (Caroline Brodie Norris.)
 Catherine. (Mrs. J. J. Vickers.)
 Centre. (Named by S. C. Young, centre of sub-division.)
 Christie. (Alexander Christie, Chief Trader, H.B. Co.,
 1821, also W. J. Christie, Chief Trader, H.B. Co., 1860.)
 Christina. (Christina McVicar.)
 Collins.
 Connolly. (Wm. Connolly, Chief Trader, H.B. Co., 1825.)
 Crawford. (Named by S. C. Young after his mother.)
 Cumming. (Cuthbert Cumming, cousin of Lord Strath-
 cona.)
 Cuthbertson Place. (E. H. Cuthbertson, London, England.)
 Dease. (Peter Warren Dease, Chief Trader, H.B. Co.,
 1828.)
 Donald. (Donald McKellar.)
 Dufferin. (Lord Dufferin.)
 Duncan. (Duncan McKellar.)
 Edward. (Town Plot.)
 Empire. (Named by Mr. H. E. Copp, after the Empire
 Stove plant; this street was formerly Rebecca.)
 Ernestine. (Mrs. W. H. Hamilton.)
 Euclid.
 Finlayson. (Duncan Finlayson, Chief Trader, H.B. Co.,
 1832.)
 Ford. (Town Plot.)
 Francis. (Town Plot.)
 Franklin. (Franklin Wiley.)
 Frederica. (Town Plot.)
 Front.
 George. (George MacVicar.)
 Georgina. (Georgina Eliza Vickers.)
 Gore. (Town Plot.)
 Hamilton. (Senator Ross Hamilton.)
 Hardisty. (Richard Hardisty and W. L. Hardisty, Chief
 Trader, 1868.)
 Hargrave. (James Hargrave, Chief Trader, 1844.)
 Harkness. (Harry Harkness.)
 Harold. (Harold Wiley.)
 Heath. (Stewart B. Wallace Heath.)
 Heron. (Probably a misspelling of Hearne, after Samuel
 Hearne.)
 Home. (Named by S. C. Young.)

- Hyde Park Avenue. (Chas. L. Hyde, Pierre, S.D.)
 Isabella. (Isabella Vickers.)
 Island.
 James. (Town Plot.)
 Jarvis. (C. W. Jarvis.)
 John. (John McKellar.)
 King.
 Kingsway. (Named by G. R. Duncan, after the street of the same name in London, England.)
 Laird. (Deputy Magistrate Laird, of Prince Arthur's Landing.)
 Leith. (James Leith, Chief Trader, 1821.)
 Lillie. (W. C. Lillie.)
 Luci. (Luci McKellar.)
 McBain.
 Macdonald. (John Macdonald, Chief Trader, 1821, and Archibald Macdonald, Chief Trader, 1842.)
 McGillivray. (Simon McGillivray, North West Fur Co.)
 McGregor. (J. D. McGregor, Brandon.)
 McIntosh. (Donald McIntosh, Chief Trader.)
 McIntyre. (John McIntyre, Factor.)
 MacKellar. (MacKellar family.)
 MacKenzie. (Sir Alexander Mackenzie. The following of the same name were Chief Traders in the H.B. Co.: Donald, in 1821; Roderick, in 1830; Hector, 1851; John, 1854.)
 McLeod. (Alexander Norman McLeod, H.B. Co.)
 McLoughlin. (John McLoughlin, Chief Trader, 1821.)
 Macmillan. (James Macmillan, Chief Trader, 1827.)
 McMurray. (William McMurray, Chief Trader, 1866.)
 McPherson. (Murdo McPherson, Chief Trader, 1847.)
 McTavish. (Simon McTavish, North West Fur Co.; also John George McTavish, Chief Trader, 1821.)
 McVicar. (McVicar family.)
 Marks. (Thos. Marks.)
 Mary. (Mary McIntyre.)
 May. (Mrs. C. E. Spence, formerly Miss May Deacon.)
 Minnesota.
 Mission.
 Montreal. (Named after the Montreal financial group.)
 Moodie. (Susanna Moodie, the authoress, and mother of Mrs. J. J. Vickers.)
 Mountain Avenue.
 Murray. (J. C. Murray.)
 Miles. (Robert S. Miles, Chief Trader, 1844.)

- Neebing.
 Nipigon.
 Norah. (Miss Norah Marks.)
 North.
 Northern.
 Oak.
 Ogden. (Peter S. Ogden, Chief Trader, 1834.)
 Pacific.
 Prince Arthur. (Duke of Connaught.)
 Pruden. (John P. Pruden, Chief Trader, 1836.)
 Rankin. (W. T. Rankin.)
 Ridgeway. (Victor Gilmour Ridgeway Vickers.)
 River.
 Robertson. (Colin Robertson, Chief Trader, 1821.)
 Ross. (Bernard Ross, father of Mrs. G. A. Graham.)
 Rowand. (John Rowand, Chief Trader, 1825.)
 St. Paul Street. (The subdivision of the same name was opened by Mr. Frank Gibbs.)
 Selkirk. (Thos. Douglas, Lord Selkirk.)
 Sills. (Sills family.)
 Simpson. (Sir George Simpson.)
 Southern.
 Sprague. (Town Plot.)
 Stanley. (Named by S. C. Young, after Sir H. M. Stanley.)
 Superior.
 Syndicate. (Named after the C.P.R. Syndicate. This avenue was opened as the result of the C.P.R. buying the rights for \$3,000, of the river front, where the original road from Port Arthur to West Fort William had been.)
 Tarbutt. (Town Plot.)
 Vickers. (Vickers family.)
 Victor. (Victor Vickers.)
 Victoria. (Miss Victoria McVicar.)
 Violet. (Miss Violet Bissett.)
 Walkington. (Maiden name of the late Mrs. James Gowandlock.)
 Wallbridge. (William Wallbridge Vickers.)
 Walsh. (After a Major Walsh.)
 Waterloo. (The Battle of Waterloo.)
 Wellington. (The Duke of Wellington.)
 Weigand. (The Weigand family.)
 Wiley. (F. S. Wiley.)
 William. (William Wallbridge Vickers.)
 Young. (James Young, an early Canadian Pacific Railway man in West Fort William.)

LEGEND OF THE SLEEPING GIANT.

BY WATSON W. MOORE.

From the Port Arthur Daily Sentinel, Jan. 9, 1889, and copied by it from the Puget Sound Magazine.

There is an Indian Legend nearly as old as the cape itself, that has been handed down from warrior to son, from the primitive times of long ago, that this long promontory rising high above Thunder Bay and extending miles back towards Silver Islet, is no less than the great sleeping giant, "Nana," lying with folded arms like a warrior taking his rest. Nana stood thousands of feet high, a giant and monarch, chief of earth and sea. He lived at the time the mastodon roamed our forests and then he wooed and won a dusky maiden. She was young and beautiful, tall like himself, and her foot was as fleet as the frightened deer. Her tresses were like the ravens' wings, and her eyes as bright as dew drops; her voice as soft as the music of the mountain brook, and she was as joyous as a bird, and as lovely as a summer day.

By the lake side in a rocky cave they dwelt for two thousand years, and the Chippewas and all the other powerful Indian tribes of the Lake Superior district are Nana's descendants.

The old warrior was fond of fishing, and it was his wont to walk through the lake swinging a large hemlock tree for a club to drive the fish before him out into the lake to Sault Ste. Marie, where his faithful wife stood and caught them. This was fine angling.

Years rolled on until one fine day the old squaw lost her cunning and all the fish that Nana drove before him passed her and swam into Lake Huron, and the old giant, hungry and relentless in his rage, killed his good old wife with his club, and her poor lifeless body floated down upon the shore of Lake Huron; it can be seen to this day, a cape, known as the Old Squaw, or Nana's Wife. When Nana saw what he had done he was afraid and could not rest. He heard no sound without fear. He called his wife by name and talked of love. In vain he sought the Great Spirit for rest, and in agonizing despair he raved, and tore his hair. His loud mournful lamentations awoke the solitude, startling the wild beast from his lair. Nana was penitent and sorrowful; penitent in fear of the Great Spirit's anger, and sorrowful in the loss of his wife's companionship. He wandered from his home out upon the prairies and far over

the mountains, seeking forgetfulness and rest when lo, he heard the loud cannonading of bursting boulders, and saw huge rocks high in the air. He heard fearful hissing of escaping gas and steam, and felt the suffocation of many obnoxious odors. The crimson heavens rained rocks, lava and ashes, whilst amid the clashing perils of thunder and the red lightning's fitful glare the earth shook and trembled from the awful groaning roar of the volcanic fires. The Great Spirit was angry with Nana and he fled away, swifter than the eagles fly, back to his Lake Superior home. Then onward towards the rising sun, through the great chain of lakes loudly calling to his wife, until he thought he heard her voice in the eastern mountains, and leaving Lake Erie he followed the echo of his calling toward the noonday sun, and beheld her streaming eyes so wild in fear, so sad and fitful in their imploring look, beseeching him to stay the cruel blow, in the spell and charm of the mystic waters of Chautauqua Lake. That look haunted him forever. He heard her death cry; in the passionate songs of the winds, retribution was overtaking him. He could not live without his squaw. He walked the great lakes once more to Thunder Bay, when in agony of remorse and despairing anguish, Nana laid himself down and died of a broken heart; and to this day, all the Indians when rounding the enchanted cape in their canoes throw tobacco to the Sleeping Giant, so that he may smoke his calumet in the "happy hunting ground."

EARLY HISTORY OF THE FORT WILLIAM PUBLIC LIBRARY.

BY MISS M. J. L. BLACK.

In The Thunder Bay Historical Society Annual for 1911 there is a short account of the Public Library, but the information then available was very limited. The following article was written in order to supplement it and complete the story.

The story of the initial library movement in Fort William is more or less legendary, but there are certain names that stand out, the owners of which exerted the greatest possible influence in making our library system: Mr. R. Bowman, the father of it all; Mr. A. F. Priest, the able first mate; Mr. S. Phipps, Mr. G. H. Reed, and Mr. John Whitehurst, the last mentioned of whom, only, is still living in the city, and who retains all his old time interest in the institution.

In The Port Arthur Sentinel, of Aug. 19, 1885, is the first notice that has come to our attention, of a library, when they reported that on the previous evening the C.P.R. employees had opened their bath, smoking room, and literary room, with library attached. The ceremony was performed by Mr. Freeman, librarian of the Winnipeg C.P.R. library, and in the course of his address he expressed his surprise and delight in the splendid rooms, and his appreciation of the work of Mr. Priest in particular. Incidentally, it was explained that "the bath rooms were furnished with an ingenious invention of Mr. Priest's which supplied hot, cold, and lukewarm water." These rooms were in the Round House at West Fort William. The first committee appointed that night consisted of Mr. McMurtrie, Secretary; Mr. Priest, Treasurer; and Messrs. O'Hagan, Adams, Doctor Lewis, and Nelson. A constitution was drawn up which stated that the object of the place was to encourage reading and other healthful amusements. It is interesting to note, that from the first, the rooms were known as "the library," thus showing that important as were the comforts of life provided by the club rooms, the intellectual side was considered the important feature. Membership fees were for C.P.R. employees, \$1.25 a year; outsiders, \$1.25, plus 25 cents for use of the bath. Funds for maintenance in the early days were provided by an annual picnic, the favorite spot being Kaministiquia, with Nipigon running a close second.

On September 15, 1885, Lord Lansdowne inspected the library, and complimented the men on their comfortable and pleasant quarters.

Gradually quite a fine collection of books was gathered, while the periodicals taken were of a particularly high type. In 1890 a catalogue was issued, and the annual report indicated things to be in a most prosperous condition.

In 1891 the library was moved to East Fort William, where it was housed in comfortable quarters close to the new round house. According to an early description, "one entered a small lobby off which lead two doors, one to the bath room, the other to the reading room. The latter is very light, the walls being kalsomined in pink. The book cases are ranged on three sides, the intervening spaces being filled with colored engravings. Two immense Pittsburgh lamps are suspended from the ceiling for lighting, while the floor is covered with linoleum." The linoleum is referred to on several occasions in the newspapers. It was ordered from England, and on its arrival it was described as the largest that had ever been brought into the country, being 19 feet 5 inches by 27 feet 6 inches." "Two fine copper baths, handsomely trimmed, plated in silver," were also installed, and the rooms were decorated. The officers for this important year were, Mr. W. J. Robertson, President; Mr. Jas. Cameron, Vice-President; J. Lillie, Secretary, and A. M. Mudson, Treasurer. The managing committee was re-elected, but unfortunately the names are not available now.

On July 31, 1891, the committee held its sixth annual picnic, which was apparently a huge success, for even our Port Arthur newspapers gave it a column and a half of a report. For this affair, the committee erected a refreshment booth, 20 by 40 feet, probably the first building of the kind that was ever put up at Kaministiquia.

In The Fort William Journal for Jan. 30, 1892, is an interesting article on the formation and development of the library, when a membership of 107 was reported; 1,000 books on the shelves, and cash in the bank of \$1,019.67.

It is surprising how many small but important boards delight in having a goodly balance, and how difficult it is to teach such otherwise. The majority of our starving little libraries carry balances, the use of which would materially help to put them on their feet.

All through these early years, the library was treated by the officials of the C.P.R. as the pampered child of fortune, a favorite son. They provided free quarters, gave the excursion

committee most generous co-operation, and were even donors of individual grants; there is a record of a set of Kingsford's History of Canada, received from Sir William Van Horne. These times, however, were to change, and from this favored relationship, the poor library became a more or less unwelcomed step-child. In the minutes of December 27, 1898, appears an item instructing the secretary to write to the C.P.R., "and ask the C.P.R. to pay the money due us from the picnic of August 31st, last."

In 1900 arrangements were made for the lighting of the rooms by electricity, while various discussions took place in regard to getting into quarters that would better meet the needs of the times, though it was not for another five years that any move was actually made.

The year 1901 saw the last of the library picnics, the outings that had been quite a feature in the social life of the community for sixteen years. The question was discussed the following year, but it was decided to try to get some passing troop to give a series of concerts in aid of the library. There was no further report on that subject, but it was evident that the old guard were keeping the institution alive simply by their own enthusiasm. It was necessary to cut the salary of the librarian, who had previously been receiving ten dollars a month, when it was "put on a basis of 50 per cent. of receipts of subscriptions."

One of the important features of the annual meetings was the sale of periodicals, sometimes the amateur auctioneer being able to get in as much as \$30 for them. No comment is made on the bargains that the purchaser must have often got. Grateful at getting the money, the good people of the library committee did not realize what treasures they were throwing away. How we would value those old newspapers and periodicals if we had them now.

They also appear to have worried over a problem the solution of which we have not found yet; how to control the vandals and thieves who think that library books and periodicals are their natural spoils. Then, as now, chains and special holders proved useless and so the management committee had simply to trust that some day human nature would improve. We question if it has.

On November 27, 1905, it was moved by Messrs. E. C. Smith and John Whitehurst, "That the C.P.R. library shall be consolidated with a citizen's library providing satisfactory arrangements can be made, and that a committee consisting of Messrs. E. C. Smith, J. J. Bell, and S. Speed be appointed to

meet representatives from the city with power to act." Shortly afterwards the joint committee met, the representatives from the city being Messrs. Jos. Dyke, C. W. Jarvis, and Ross, when a special committee was appointed to interview the city council and see if suitable rooms could be had in the city hall. Their request was acceded to, and they were given the northeast room in the basement. By fall the rejuvenated board was at work, and consisted of: President, Jos. Dyke; First Vice-President, C. W. Jarvis; Second Vice-President, G. H. Reed; Third Vice-President, P. J. Manion; Treasurer, F. W. Young; Secretary, J. J. Wells; with a managing committee of Messrs. L. L. Peltier, A. J. Boreham, E. R. Wayland, J. R. Lumby, A. Calhoun, E. C. Smith, G. Himmers, G. W. Brown, and J. Whitehurst. S. G. Cole was appointed librarian, and a membership of \$1.50 per year was to be charged to all users.

In January, 1908, a committee was appointed to prepare a by-law, to submit to the council for the purpose of raising funds for the library, the request being for 5/16 of a mill. On the strength of this grant, the board engaged Miss Nancy McLachlan to classify and make a shelf list of the books, which numbered about two thousand.

So culminated the splendid efforts of these pioneers in the important branch of popular education known as the public library movement, and to them must the thanks largely be due for even present conditions. They cultivated the soil and developed an intelligent public opinion in favor of the work, without which the present well equipped building, and attractive collection of books would have been quite impossible of attainment. Conscious of this obligation, once more in closing let me name some of the men to whom we are especially indebted: Mr. R. Bowman, who conceived the idea and worked on it for months before he got any backing; Mr. A. F. Priest, who gave generously of his time and energy; and Mr. S. Phipps, Mr. G. H. Reed, and especially Mr. John Whitehurst, who kept the lamp burning when both oil and wick were very low, and also Mr. Jos. Dyke, who, as representative of the city council, gave the cause of amalgamation sympathetic support. In naming them, we express our thanks to them, not only as citizens, but as the present representatives of the institution in which they were so deeply interested.

THE DAWSON ROUTE TO THE NORTHWEST.

Thunder Bay Sentinel, Sept. 9, 1875.

Our attention has been called to a pamphlet entitled, "Our Northern Empire," written by Mr. Ross, the well-known contractor, who built that portion of the Pacific railroad from Duluth to Moorhead. Mr. Ross gives a brief description of Manitoba and the Dawson route, and as he is a thoroughly practical man, his remarks are of more than usual interest to intending settlers. His pamphlet was written last year, and from his description it will be seen that the Dawson route has many advantages as a line of communication. The following extracts will repay perusal:

If economy be the object, go by steamer to Thunder Bay on Lake Superior, and thence by the Dawson route to Manitoba, principally in steamers, steam transport and portages over which teams and loaded wagons can go without breaking bulk. As this route is new and comparatively unknown, and passes for 450 miles through a wilderness of dense forests, lakes and rivers and cascades, inhabited only by Indians, a more detailed description may be acceptable.

ROUTE TO THE NORTHWEST.—Lake Superior may be regarded as the seaboard to the Northwest Territories. It is of itself a great inland sea, and by means of the canals of the Dominion, and the Sault Ste. Marie canal of the United States, it is accessible during the season of navigation to vessels from the ocean.

It is from this great lake that routes available, or susceptible of being made so, as lines of communication with the vast unpeopled territories which have fallen to the lot of this Dominion, must, in the first instance, be sought for, and any information regarding these from travellers or others will doubtless be acceptable to Canadians.

In looking for a route to the interior of any country, regard must be had to a harbor which, if such can be found, should be in a place naturally safe and easy of access from the sea on one side and practicable as a starting point to roads on the other. These conditions seem to be met with at Thunder Bay, formerly the grand emporium of the Fur Companies, and now the starting point of the road to Manitoba, commonly known as the "Dawson route." The magnificent bay is well sheltered, having the peninsula with the high promontory of Thunder Cape to the east, Pie Island to the south, and further

out Isle Royale, guarding it from the surge of the great lake. The Bay itself, however, is of such dimensions that a surf rather uncomfortable to small boats sometimes rises within it, but at Prince Arthur's Landing, the place from which the road starts, perfect shelter has been obtained by means of a fine dock, recently constructed by the Dominion Government.

Thunder Bay, however, has a rival in Nepigon Bay, a landlocked sheet of water at the northern extremity of Lake Superior, which has also been spoken of as a starting point for a route to the west. It is claimed for it that it is completely sheltered, as it no doubt is, but it is objected to, on the other hand, that it is shallow (the Pays Plat, of the Voyageurs), so intricate as to be impracticable of navigation to sailing vessels without the aid of a tug, and so completely landlocked as to assume the character of a small inland lake, freezing a month earlier than Thunder Bay in the fall, and remaining a fortnight or three weeks longer covered with ice in the spring. Last spring was an unusually cold one, and it is claimed for Thunder Bay that it opened the first week of May, while Nepigon was locked up with ice till the 23rd.

The steamers, it is said, navigate Thunder Bay all through November, while Nepigon Bay is closed with the first cold weather; and finally, that Thunder Bay is easy of access to sailing vessels at all times. On the other hand it is claimed for Nepigon Bay that it is 80 miles further east, and that the railroad route from it to Manitoba is no greater than from Thunder Bay. There is a diversity of opinion as to the best route for the main line; some advocate the lake shores to Nepigon Bay, others the same line continued to Thunder Bay, while a third favor a route to the north of those in question, along the English River and Lake water system stretching east and west between Lake Nepigon and old Fort Garry at the head of deep water on the Red River, 30 miles from Lake Winnipeg, and thence west to the southwest angle of Lake Manitoba; others, mariners, etc., from Ottawa to the Georgian Bay, and by rail straight to Garry. Thunder Bay has the advantage at least in the fact that it has warm advocates in the population of Prince Arthur's Landing, who do not fail to sound its praises, while Nepigon Bay reposes amidst unbroken forests in the silence of nature. A little to the west of Prince Arthur's Landing is the valley of the Kaministiquia, where there is said to be a great deal of agricultural land, and it is highly desirable that settlement should be encouraged, for the want of the bulkier articles of agricultural produce must, for some time to come, operate

disadvantageously both in keeping open lines of communication, and to the mining interests now coming into prominence in this district. Leaving Prince Arthur's Landing, the traveller for Manitoba sets out on the Thunder Bay Road. This road leads from Prince Arthur's Landing to Shebandowan Lake, a distance of forty-five miles. It is mostly gravelled and in good condition throughout. On this road a large number of wagons are maintained for the conveyance of passengers and freight. There are stations at intervals of 15 miles with accommodation for the teamsters and travellers. The land on some points of this road is remarkably good, and to judge from the crops in the little clearings already made, would prove very productive on cultivation.

SHEBANDOWAN LAKE. This lake possesses a steam tug, and a barge and a number of boats, which are maintained for the conveyance of passengers and freight. The tug has a run of twenty miles between Shebandowan and Kashaborive Stations, at both of which places there is good accommodation for emigrants. Kashaborive Portage is a well-gravelled road, three-quarters of a mile in length, leading from Shebandowan to Kashaborive Lake, a smooth stretch of nine miles, and the last on the eastern slope of the watershed. On this lake a tug and barge are also maintained.

HEIGHT OF LAND carrying place or portage, is one mile in length, and leads from the lake last mentioned to Lac des Milles Lacs, a large sheet of water tributary to the Winnipeg. This lake sends bays and arms in every direction, and it is quite bewildering from the number of islands with which it is everywhere studded. There seems to be abundance of fine timber in the country of Lac des Milles Lacs, and the natives report extensive groves in the Seine, the river by which it sends its waters to Rainy Lake. On this lake the tug has a run of twenty miles to Baril Portage, a carrying place only sixteen chains in length.

BARIL LAKE, the next of the water stretches, is eight miles in length. A tug and a barge are placed upon it for the transport of passengers and freight to Brule Portage, twenty-one chains long, where comfortable houses have been constructed for the accommodation of emigrants.

WINDEGOOSTIGOON LAKE, fourteen miles in length, stretches between Brule and French Portages, at which latter place, in order to facilitate navigation, a drain has been built. A tug with a number of boats traverse the lake daily, carrying passengers, etc. On French Portage, the frames of two barges have

been put up, one intended for Windegoostigoon, and the other for Kaogassikok Lake. French Portage is a mile and fifty chains in length, gravelled and in excellent condition.

KAOGASSIKOK LAKE, with Little French Lake and River, rendered navigable by means of a dam, forms a sheet of water sixteen miles in length. A tug and barge, the latter of a different type from, and smaller than, those in the upper lakes, afford the necessary means of transportation at present, but a larger barge will be afloat soon. Pine Portage, at the west end of Kaogassikok Lake, and Deux Rivieres Portage, are in close proximity, the former thirty-six chains and the latter thirty in length. An intervening pond or lakelet is crossed in boats. Pine timber of large size and good quality is abundant about these portages, and it is said, there are extensive groves of these woods inland.

STURGEON LAKE is navigable for a distance of seventeen miles between Deux Rivieres and the Maligne, having been rendered so by means of a dam. At Island Portage, also, it is proposed to build a dam, a most important work, which, when completed, will raise the waters of the Maligne River to a height sufficient to make navigation of slack water between the dam last mentioned and Island Portage. At present there are some rapids and ripples, which render it necessary to maintain a considerable force of voyageurs. When the dam above mentioned is completed, steam will be used here, as upon all the other sections.

NEQUAQUON LAKE or LAC LA CROIX. Island Portage above mentioned is only fifty yards in length. Baggage is passed over on a slide. Lac la Croix, a fine sheet of water studded with islands, is rapidly passed over by means of a tug and barge. The next great portage or, as it is called, the Nequaquon, leading from Lac la Croix to Namuekan Lake, is three miles in length. By the opening of this portage the long detour by the Loon River has been avoided, and twenty miles in distance saved.

NAMUEKAN LAKE. This is a fine sheet of water full of islands and on it a barge and tugs are always in readiness for the conveyance of passengers and freight between Nequaquon and Kettle Falls at the head of Rainy Lake. The portage at Kettle Falls is short and the fall only eight feet. Arrived at Rainy Lake, a handsome and powerful steamer is in readiness to carry passengers to Fort Frances, a distance of forty-seven miles. Rainy Lake is a fine sheet of water extending its arms far to the north and east, receiving numerous tributaries from

various directions, the principal of which are Sturgeon River, the Seine, and the Manitou. The aggregate area drained by these rivers is not short of fifty thousand square miles, and in many parts of this extensive region there are valuable forests of pine which will no doubt prove inviting to the lumbermen, a class of pioneers who have hitherto shown themselves the most valuable in opening the wild lands of the Dominion to settlement.

FORT FRANCES, once a grant emporium of the fur trade, and still the chief rendezvous of a powerful tribe of Indians, is, from its natural advantages, likely soon to become a place of great importance. The falls immediately in front of the Hudson Bay Company's Fort presents unlimited water power and the ground is naturally well adapted for mill sites. Perhaps the day is not distant when these falls will rival the Chaudiere on the Ottawa in the number of mills they set in motion.

RAINY RIVER. From Fort Frances to the Lake of the Woods, the navigation is unbroken, and on either side of this magnificent stream the land is of a quality not to be surpassed, covered in general with heavy forests, but presenting in some places openings and cleared lands which had evidently been cultivated at some remote time. In these openings are occasional mounds, which, here as elsewhere, show the wide range of country which must have been occupied by the mound builders. The lands on Rainy River are, without doubt, well adapted for cultivation, and settlements established here would form an excellent stepping stone to the prairie land of the west. From the mouth of the Rainy River to the northwest angle of the Lake of the Woods, the distance is about fifty miles, making with the Rainy River a stretch of one hundred and thirty miles of navigable waters. Navigation, however, extends to Rat Portage, some thirty or forty miles to the north of the northwest angle. From Rat Portage by the winding river of Winnipeg, is about 150 miles. Winnipeg River consists of a series of rivers and lakes, with rapids and short portages between them, and might, it is said, be rendered navigable at a moderate outlay. From the northwest angle to Fort Garry, by the road, is ninety-five miles, the first seventy miles being through wooded country and the balance through prairie.

Such is the Dawson Route in its general features. First a road of forty-five miles leading from Thunder Bay to Shebandowan Lake, then a series of navigable sections, with short portages between them, covering a distance of some three hundred and twenty miles, and lastly a road of ninety-five miles over level country, from the Lake of the Woods to Fort Garry.

The value of this line of communication even in its present state, affording as it does, the means of access through British territory to the North West, cannot be overestimated. Much has been done, but a great deal more still remains to be accomplished. Those only who have been accustomed to carry on operations in new countries can appreciate the difficulties which must have been encountered in opening up a line of four hundred and fifty miles through a wilderness of forest and lake, but to those who have thought of the future of the vast regions which have fallen to the inheritance of the Dominion it will appear but a very moderate beginning. There is nothing more striking in travelling over the Dawson Route, than the evident care that has been taken, to apply and distribute comparatively small means in the manner best adapted to produce a general result. No place has been neglected, and at no point, if exception be made of the necessary bridges, and dams and the large steamers, has there been any great expenditures. The outlay has been proportionate in the different sections and the result is a line available with about equal facilities throughout its entire extent.

In view of future and greater works, the value of this line becomes apparent. It will afford the means of transportation of men, material and supplies, for no time should be lost in increasing its capacity, and this might be done at a comparatively small outlay. Lines of telegraph along the whole route, but more especially on the lake roads at either end, are immediately necessary. They would lead to the saving of an amount equal to their cost in a year or two, and in the meantime, greatly tend to facilitate order and organization. The navigable sections might be connected in most cases very easily by locks, thus saving trans-shipment and plant.

In fact, the whole line might, without difficulty, be rendered navigable from Shebandowan westward to the Lake of the Woods, and, if this were done, and the great Pacific Railway or branch lines from it made to tap this water route at various points, a very large amount of timber would be rendered available, both for the supply of the prairie region, to the west, and the markets of the Dominion, and the adjoining States, to the east, while to the railway itself it would afford no small amount of traffic.

Taking, however, a wider view still of the subject, and considering the magnificent lakes and rivers on the Dawson Route, together with Lake Winnipeg, and the Saskatchewan, etc., in relation to the future, there is, in this remarkable chain of

waters, the means of making navigation continuous from Lake Superior to the Rocky Mountains; and I believe that any scheme of a Pacific Railway which should ignore or sacrifice the most direct and practicable route for the national thoroughfare, by which oceans and empires are to be connected, or miss the most available connections with the immense inland system of fresh water navigation afforded by the lakes and rivers of the north land, which at no distant day will be the seat and centre of a hundred millions of people, would be nothing less than a national misfortune.

But the government and the people of the British Empire are deeply interested, and desirous of connecting their far-extended Empire by the shortest and most practicable route. This route is from the west coast of Great Britain, across the Atlantic Ocean, on a westerly course, to the east coast of British America, and thence westerly across British America to the east shore of the Pacific Ocean, and from thence by the Pacific Ocean to Calcutta, Sidney, China, Japan, etc.

The advantages of this route are national as well as local, and present many important advantages.

1st.—It will connect over 200,000,000 British subjects with the seat of, and centre of, the Empire, by the shortest and cheapest route on the globe, and by the shortest route, the empires of China and Japan, with 500,000,000 of industrious people, with the commercial metropolis of the Dominion and the Empire, and thus secure the trade and travel of a people whose trade has enriched every nation who has had the fortune to secure it, both in ancient times and in modern times.

2nd.—Much of the vast annual expenditures for transit on other lines would be disbursed on the new route, enriching the owners and country through which it passes and would open up for the settlement and occupation of the now overcrowded agriculturists of the Empire, the most fertile and largest unoccupied district in North America, from which the bread supplies of the artisans and the operatives of the Empire would come, and in turn would furnish a home market for the products of their industry, and thus distribute among the industrious classes of the Empire, millions sent abroad annually to purchase the food which the country cannot produce.

3rd.—It would annihilate the hopes of internal traitors who aim at the dissolution of the Empire.

4th.—And would render the nation independent of external rivals or foes. The route has an abundance of coal at each end and the centre, with open harbors the year round on either ocean.

PORT ARTHUR, ONTARIO; ITS INDUSTRIAL DEVELOPMENT.

BY HELEN E. CARTHY, 1923.

POPULATION.

1870.....	200 to 350 (records.)	
1885.....	1,500	“
1891.....	3,000	“
1901.....	3,214	census.
1911.....	11,220	“
1921.....	14,886	“

INDUSTRIES.

1. C.N.R. terminal works (coal docks, warehouses, supply centre).
2. Northern Navigational terminal port. Supply centres, elevators, freight sheds.
3. Port Arthur Ship Building Co.
4. Pigeon River Saw Mill.
5. Atikokan Blast Furnace.
6. Shuniah Pulp and Paper Co.
7. Port Arthur Pulp and Paper Co.
8. Port of call for two transcontinental railways, and for several steamship lines.
9. Provincial Paper Mills.
10. Fishing.
11. Tourist trade. Outfitting hunters' and campers' parties. Guide centre.

NOTE.—I have not been able to secure accurate information regarding the number of men employed.

SOURCES OF INFORMATION.

- Records of the Thunder Bay Historical Society.
 Census returns.
 Parliamentary records of the Province of Ontario.
 Folders issued by—
- The Canadian National Railway.
 - The Port Arthur and Fort William Boards of Trade.
 - The Peninsula and Northern Navigation Co.
- Public and High School Histories of Canada.
 Handbook of Commercial Geography, by Chisholm.
 Canadian School Atlas.
 Provincial map, "Part of the District of Thunder Bay."

On the cover of a booklet issued by one of the development companies of Port Arthur these slogans appear:—

“Yesterday! the rendezvous and mart of the voyageur and fur trader.”

“To-day! The Great Lakes outlet for the commerce of Western Canada; an industrial site in development.”

To one who has lived in either of the Twin Cities, these slogans carry their own authority and need no justification or explanation; but since few have had that experience, we shall try to establish, by a study of the historical and geographical factors, the logical connection between “Yesterday and To-day.”

The claims quoted above are advanced not for Port Arthur alone, but for Fort William, and indeed in such a study as this, one cannot neglect the beginning and growth of the latter city, for in many respects, as the appellation “Twin Cities” would suggest, the two are bound up in the same bonds of life. The heart of Port Arthur’s business district is but four miles distant from the business centre of Fort William. The intervening area is a level stretch of reclaimed swamp land, known as “Intercity.” It is peopled entirely by foreigners, the majority of whom are Poles, Russians and Scandinavians. This region, which is within the limits of Port Arthur, and yet lies beyond the border of the city proper, has neither healthfulness nor natural beauty to recommend it. Its low-lying acres are almost wholly under the control of an English company of real estate speculators with extensive interests throughout Western Canada. It lacks many of the conveniences of modern life, and constitutes a real barrier to the merging of the two cities.

But if the land lying between them separates the Twin Cities, the water of Thunder Bay unites them. Both lie within the limits of that great picturesque natural harbor, whose entrance is guarded by Pie Island, and the romantic Sleeping Giant, whose noble form tapers down to Thunder Cape. Nor is this the only way in which the water highway makes possible a common advantage. The cities are approximately four hundred miles from Winnipeg, the grain centre of the west. To quote from one of the folders mentioned: “The four hundred miles of almost virgin wilderness may be likened to the neck of a great bottle, through which is poured the great and increasing volume of wheat and other products. Winnipeg is the inlet to this neck, Port Arthur and Fort William the outlet.”

From this it will be seen that the situation of Port Arthur is unusually favorable to development. Two hundred or so miles distant, at the extreme tip of Lake Superior, are the U.S.

Ports of Duluth and Superior, the outlets for the rich northern Mississippi States. With Duluth, Port Arthur is connected by rail (a branch line running south from Fort Frances), by direct water route, and by a new scenic road, "The Scott Highway," which links Port Arthur to the great automobile routes of the United States. To the north, east and west lie regions famous for hunting, fishing, and camping—regions whose natural beauties are hard to surpass. The forest and mineral wealth of this region is difficult to estimate, and much of it is as yet untouched. The rapids and falls of the innumerable rivers ensure practically inexhaustible electric power and much of the land will amply repay cultivation. The cool water of a multitude of lakes, bays, rivers and of Lake Superior itself, makes fishing not only a lucrative industry, but an attraction which draws to the district large numbers of campers and sportsmen. Last, but not least, the development of the Western Provinces has given Port Arthur a commanding position as an inland port and place of trans-shipment.

The exploration and settlement of the prairies is perhaps the most important of our historical events. The Northwest Company, organized in 1783, immediately found itself engaged in bitter rivalry with the Hudson's Bay Company, then over a century old. The latter company had clung tenaciously to its policy of staying at home, and thus forcing the Indian fur traders to come, no matter how great the intervening distance, to their trading posts on the Bay. This policy was dictated by their desire to keep the west and north locked up as long as possible, for settlers, as they well knew, would cluster round their posts, and drive the wild animals farther afield. Therefore, although Radisson and Groseilliers had rounded the western end of Lake Superior, they had established there no trading centre. It is certain, however, that the splendid geographical position of the spot on which Fort William now stands had long made it an Indian meeting place. There the Kaministiquia, fed by many streams and having its source in Dog Lake to the north, empties into Thunder Bay. It is part of a system of interlacing lakes and rivers which stretches far north and west.

The Northwest Company recognized that they could not compete with the older company unless they adopted the policy of establishing trading posts in the west. They immediately saw the strategic and commercial possibilities of the site at the river's mouth, and a great warehouse was built. This was the place where the leading traders met yearly to plan their work. So we see justified the first slogan, "Yesterday, the rendezvous

and mart of the fur traders." We must add that in 1678 a single fur trader, Daniel Greysolon Duluth, had built a house near the river's mouth, and from that vantage point had carried on a fur trade with the Indians. After Lord Selkirk's attempt to found a colony in Manitoba had partly failed, the two rival companies were forced to unite and Fort William continued to serve as a centre for the fur trade.

This part of our history seems to concern Fort William alone, but as the fur traders opened up the district and made it known, and also pushed ever farther west and northwest, their activities form the necessary introduction for the history of the development of Port Arthur. In old records we are told that in 1863 there were but three or four buildings in Fort William, and none in Port Arthur, although we know that a little fur trade was carried on in the latter place. In 1857, too, the S. J. Dawson expedition, of which we shall hear more later, was fitted out from there for its work in opening the route to the Red River country. By 1867, seven miles of wagon road had been built, out from Port Arthur. In the meantime silver had been discovered in mines in the district, and in 1868, with the opening of the Thunder Bay and Shuniah Silver mines, employing a force of about seventy men, the real history of Port Arthur commenced. Other mines such as the Silver Harbor, and the 3A, were discovered about this time. Stores were needed to supply the demands of this industry, and in the same year the first two merchants, of what is now Port Arthur, opened a general store and restaurant.

Two years later, the place acquired another sort of prominence, through the Red River Rebellion. The force sent to suppress the rebels, under the command of General Wolseley, landed at the "Station," as it was then known. The place was rechristened as Prince Arthur's Landing, and became the temporary headquarters of the expeditionary force. The population at that time was given variously as from 200 to 350, in addition to a floating population of hunters, prospectors, engineers and other soldiers of fortune.

There are various reasons given for the establishment of this small centre so close to Fort William. Port Arthur rises from the water front, by a series of terraces to a height of about 400 feet, and the beauty of the panorama before one at that height is truly magnificent. This great natural beauty, with perfect drainage combined to make it a most healthful and desirable place of residence, for those whose business interests were in Fort William, but who wished to live their family life

at a greater distance from the Indians. At that time, too, the sand bar which had been formed across the mouth of the Kaminstiquia prevented all but the smaller vessels from landing, and "The Station" lay directly in front of ships entering Thunder Bay. Thus a small band of pioneers found homes and formed the nucleus of the present city.

Wolseley's expedition was to be of importance to the little village. In the first place, it put it on the map. More immediately important was the complete opening up of the Dawson Road as a highway for the troops. This road connects Port Arthur with the Shebandowan Lake district, forty-six miles distant.

So much for the early land transportation. "The Fathers of Confederation" were primarily responsible for its later development. By 1885 the C.P.R. was completed, and it ran through Port Arthur. In 1889, the Port Arthur, Duluth and Western Railway was built. It eventually became a part of the Canadian Northern system, which in 1902 chose Port Arthur as its terminal point. At that time, it ran from Port Arthur westward, but in 1913, the line was completed eastward, thus connecting Port Arthur with old Ontario and the east. About this time the third transcontinental railway, the Grand Trunk Pacific, was completed, and Port Arthur found itself able to communicate with both east and west by means of three great systems.

We now turn to the water route, and to the history of the harbor. The Royal Commission on Transportation reported thus of it: "The harbors of Thunder Bay are of national importance, . . . in order to properly provide for the future of the ports of Port Arthur and Fort William they should be considered and treated as one harbor, and should be laid out on a broad and comprehensive basis, taking in all the water from Bare Point north of Port Arthur, to the mouth of the Kaminstiquia River, up that river to lot 10, Concession 1, and including the Mission River to deep water in the bay." This advice gives the necessary justification for my treatment of the two harbors as one.

In 1823, a hydrographic survey had unfolded the harbor possibilities of Thunder Bay. As Mr. A. L. Russell, D.L.S., puts it: "The magnificent roadway for vessels existing in Thunder Bay is some thirty by fifteen miles in extent,—is capable of accommodating in security the Navy which to-day, 1915, ensures an ultimate victory for the "freedom of the seas." Previous to 1829, five vessels plying along the lake on business

for the fur trading companies had made use of the harbors. In 1867-68 the first dock was built by the Thunder Bay Mining Company. It was 180 feet long and was situated one and a half miles east of Current River. Wolseley's expedition brought prominently into parliamentary view the convenience and safety of the harbor, and also its lack of adequate docking facilities. A plan for a 600-foot government dock was then prepared, and soundings taken. The following year, 1871, matters were brought to a head by the survey for the proposed C.P. Railway. Nepigon now entered the lists as a formidable rival for the terminal harbor on Lake Superior. The battle was keen, bitter, and not without interest from a political point of view. At one time Nepigon had apparently gained the coveted boon, but the contest finally saw Port Arthur victorious. Mention of this incident is not impertinent here, for on the result the future of the little town largely depended.

After the coming of the railway, new docks and other improvements were necessary, and these were built to keep up with the ever increasing trade. In order to provide an inner harbor, a breakwater was begun in 1883. As it was soon found inadequate for the large tonnage vessels of the following decades, extensive reconstruction and extension was undertaken. The breakwater extends from within 1,500 feet of the south city limit, to within 500 feet of the Kaministiquia channel. This inner harbor has, by dredging, been given a uniform depth of twenty-six feet. The federal government alone has spent over \$20,000,000 on the development of these harbors, which now have over thirty-six miles of deep water frontage. By utilizing all the harbor space of Thunder Bay, 100 miles of such frontage could be developed.

To-day it is not uncommon for a freighter to leave with over 500,000 bushels of wheat in her hold. She may come into port, unload a cargo of nearly 15,000 tons of coal, and leave within seventy-two hours, carrying an equal weight of grain. Vessels of 14,000 tonnage may leave this port, almost in the centre of the southern strip of Canada, and over 2,000 miles from the straits of Belle Isle, bound for Liverpool, 3,835 miles distant. This would not be possible were it not for the excellent harbor facilities, and for the system of canals along the way. The Sault Ste. Marie Canal, the Welland, the Lachine, and other canals on the St. Lawrence have all contributed to Port Arthur's development. They have been deepened and otherwise improved from time to time to allow ocean-going vessels to pass through them.

Other aids to Port Arthur's shipping trade are the Government lighthouses within Thunder Bay and all along the water highway; the storm-signal station, and the ice breakers, all of which play an important part in prolonging and rendering safe the season of navigation. In 1873, the steamer Erin took a 10,000-bushel shipment of wheat, the first from the port, from the fifth (?) dock built in Port Arthur. To-day the elevators of the two cities have a record of handling approximately 400,000,000 bushels in one season. The transportation facilities have kept pace with this increase of goods to be trans-shipped.

Such is the history of the city's harbor development. The question naturally arises: "What made this necessary?" The answer is threefold—the discovery of rich mineral deposits, the building of the Canadian Pacific Railway, and the active immigration policy of Sir Clifford Sifton, Minister of the Interior in the Laurier Government, which came into power in 1896. When it is borne in mind that the population of Manitoba increased 78 per cent. in the decade 1901-1911, further that those of Alberta and Saskatchewan increased over 400 per cent., and that British Columbia's census returns also showed an increase of 119 per cent., the rapid development of Port Arthur, which in 1901 was a town of 3,214 inhabitants, and in 1911, a city of 11,220, is more readily understood.

In 1872 Port Arthur was incorporated as a village, its original site of 534 acres surveyed, and the lots sold at public auction. A few years later, when the "railway" was the centre of interest and expectation, Port Arthur's first boom, well remembered by many old-timers, sprang into being. That the railway would choose this point for its district terminal was taken for granted, and property values jumped accordingly. But Fort William was finally chosen, although the railway continued for some time to carry on its package freight business from Port Arthur. When it wished to enlarge its sheds, a dispute arose between it and the city over the question of taxes. An incident in this dispute was the seizure of a C.P.R. train, by the city, as a result of which the C.P.R. closed their station in Port Arthur. The threat of one of the company's officials that "he would make the grass grow in the streets" was almost fulfilled. Thus collapsed the first "boom," and thus began that rivalry which to some extent has hindered the higher development of the two cities. The question of municipal union has more than once been placed before the voters of these places, whose interests are so identical, but has been turned down each time by either one city or the other.

The withdrawal of the Canadian Pacific business was a crushing blow to the little town, as a comparison of the records of population shows. Growth was at a standstill from 1891 to 1901. But prosperous days were in store. The immigration policy of the Government was bearing fruit, and the one railway proved inadequate to handle either the incoming tide of settlers and their goods, or the outgoing harvest of wheat. In 1902 the Canadian Northern Railway, which had been buying up short lines and uniting them in one great system, decided to make Port Arthur a terminal point and the construction of warehouses, docks, elevators, and all necessary facilities for handling freight and passenger traffic were begun immediately. The railway at first ran westward only, but the years 1911-13 saw its extension eastward as far as Toronto. By this time a third railway, the G.T.P., was running through the city, as even two transcontinental railways had been unable to handle the traffic between East and West. During these years of railway activity, extensive immigration, and bountiful wheat harvests, Port Arthur experienced her second "boom," and real estate once more soared. At this time, to quote a well-informed resident, "the town was extended beyond the wildest hopes of the most sanguine, and utilities and roads constructed that will not be used for two generations." This period of speculation came to an end in 1914, and while the city is still suffering from the results in the form of a high rate of taxation, growth has been steady, although slow. Another result of this abnormal time, is that many of Port Arthur's citizens are landpoor at the present time. That is, they hold land on which taxes are high, and which cannot be disposed of until a new period of financial and industrial activity re-invigorates Canada, and particularly the West.

From the foregoing it will be readily seen that Port Arthur has owed much to the railways which enter her doors, and to the C.N.R. especially. The entrance of the latter changed her in one decade from a town of three thousand to a city of eleven thousand inhabitants, and made her one of the world's great ports of trans-shipment.

The question of railways and their transportation facilities naturally leads to elevators, and coal docks, and sheds. The first shed was built in Port Arthur in 1883, and in that year the first shipment of grain, unloaded in bags from the cars, and conveyed to the vessel by wheelbarrows, left the harbor. The next year saw the building of the first elevator, with a capacity of 350,000 bushels. The crops of 1884, 1885, and particularly the great crop of 1887, made necessary increased accommodation.

To-day there are at least twenty-nine elevators in the two cities, of which Port Arthur possesses its fair share. The largest elevator in the world, with a storage capacity of 9,500,000 bushels, is on its waterfront. These huge storage vaults furnish employment for a large percentage of Port Arthur's population.

The handling of coal, both bituminous and anthracite, is another important industry, which depends on the C.N.R. The great ore and grain carriers, as return cargo and ballast, fill their holds with coal from the Lake Erie ports. This makes possible a low freight rate, and therefore the profitable handling of coal. The company handles and stores but does not buy or sell coal for use in New Ontario and the West. The coal may be discharged directly into the railway cars or may be stored in the docks, which have a frontage of 600 feet, and are capable of accommodating the largest boat on the lakes. They are fully equipped for rapid work, and have an annual capacity of over 1,000,000 tons. The C.N.R. used about one-half of this amount for its own operating purposes, the remainder is for dealers. The company commenced to operate the coal docks in 1906, four years before the Northern Navigation Company's fleet began to sail from Port Arthur.

The freighters leaving the city's wharves carry ore as well as grain. Port Arthur lies in a region of great mineral wealth, most of which is undeveloped. A paper read by Thos. Macfarlane, Esq., in Montreal, in 1879, has this to say, apropos of a visit made to Thunder Bay in connection with the discovery of Silver Islet, and the development of the infant mining industry: "With a country of rock mainly composed of grayish flags and red and white sandstone, and these lying in an almost horizontal position, the chances of finding anything of value seemed very slender to one accustomed to highly inclined and crystalline rocks. I remember, however, that the conglomerate beds of Keweenaw Point, now the most productive and remunerative for copper, had originally been undervalued by geologists who had never before observed valuable minerals to occur in rocks of that nature, and resolved to beware of allowing preconceived ideas to interfere with the thoroughness of the search." This attitude was rewarded by the discovery of silver nuggets close to the water's edge, discovered while blasting out some of the galena. The view was found to be very rich, yet the Montreal Mining Company, who controlled the shares, were in favor of selling rather than working. However, it did operate for two years, the total value of the silver produced in that time being \$23,115.35. The property was then sold to certain capitalists

in New York and Detroit, who spent a good deal of money in developing the mine, a difficult and expensive procedure owing to the fact that much of the vein lay under water. In a little over a year the production of ore was valued at over \$740,000. The total yield to date has been valued at about three millions. The history of this mine is very interesting, as the richest deposits were stumbled upon quite accidentally, and the veins seemed often to change in character. Its active existence is (humanly speaking) terminated, for the fierce storms of the winter of 1884-85 did their work, and all the galleries, shafts and passages of the mine are now filled with water. The subterranean recesses of Silver Islet probably have much silver buried in their depths, but the cost of pumping out the mine would be a costly preliminary to the resumption of operations, and it is not likely to be undertaken when other good mines are more easily available.

Practically all the silver mines of the district are largely controlled by U.S. capitalists, who, for reasons of their own, have delayed development. A great difficulty is that, as at Silver Islet, much of the ore is found in pockets, and the seams are difficult to follow. In 1891, five mines were in operation in the Thunder Bay district, all in the district south of the Kaministiquia.

To-day, in spite of the mineral wealth with which she is surrounded, one hears little in Port Arthur of mining operations, though the Atikokan Blast Furnace is a busy reminder of the iron wealth of the district. Yet the discovery of silver had much to do with the early growth of the town, and may be of great importance to her later development. In Port Arthur, Holy Scripture prophecies are true even now, for one *may* walk on amethysts. It is doubtless unnecessary to say that they are of little or no commercial value. Barytes, copper, tin, iron, gold, lead and zinc, molybdenum, nickel, iron pyrites, and building stone, are all found in the district, as well as agates and other semi-precious stones. This rich region stretches from Shebandowan to Nepigon.

The latter region is famous not only for its scenery, its fishing and hunting, but more, practically, for its electrical development and its forests of pulpwood, which provide Port Arthur with another important industry. The logs are cut and brought down the rivers in booms to the waters of the bay, where they are loaded on the freighters. The chief pulpwood forests of the district are in the Nepigon, Black Bay, Shebandowan and Dog Lake districts. The plants of the Shuniah Pulp and Paper Company, the Port Arthur Pulp and Paper Company,

and the Pigeon River Saw Mills are dependent on this and the lumbering industries, as is also that of the Provincial Paper Mills. The fibre of the wood cut is recognized as the best of its kind for paper making. Water, free from all chemical impurities, unlimited and cheap electrical power, and an abundant supply of raw material make the paper-making industry of importance to Port Arthur. Both it and the lumbering interests, however, have suffered from the exploitation and rivalry of companies who have no permanent interest in the district or in Canada, and in recent years both industries have been disturbed by the uncertain outcome of pending legislation. The question of timber limits is as important to the lumber companies as the question of bounties on iron is to the mining interests. The settler, however, clears his own limit, this necessary labor of clearing his farm providing him with a secondary industry which yields quick returns.

One may suppose that the Lake Superior region is unsuited for agriculture, but in many regions this is not the case. To quote, "as early as 1857, H. Y. Hind in his report to the Government on the district lying between Lake Superior and the mountains, stated that the land adjacent to the hills, Mackay, and its range, gave promise of great agricultural wealth." This prophecy has been proved true. McIntyre Township, in which Port Arthur is situated, is one of seven neighboring sections which, with Dorion Township nearer Nepigon, has yielded and is yielding the farmer rich returns. The area of these townships alone is about one-sixth of that of England, so it is apparent that the soil has done its part in making possible the development of Port Arthur, and will contribute to its future, whatever that may be. Barley, and oats, among the grains, may be profitably grown. Many varieties of vegetables and some of the hardier small fruits have also proved very successful, as has also dairy farming. The townships referred to, with the exception of Dorion, were opened up about 1890, at the time when the Beaver and Rabbit Mines were opened and exploited. The same roads from the two towns served for the both purposes. Dorion to the east is a very fine country, and many farmers have found it profitable to cultivate its soil.

Port Arthur has two other industries which have not been mentioned yet; the tourist industry, and shipbuilding, with which is combined the manufacture of marine engines and machinery. The drydock gives employment to many of Port Arthur's citizens.

To her natural beauty, her situation as a sort of outpost of the northern country, of lake and forest, where fish, deer, and tourists' and hunters' camps abound, and to her unexcelled transportation facilities, Port Arthur owes her tourist trade. Here come many sufferers from hay fever, sure of relief in the dry cool sunny climate that is one of the greatest charms of this district whose beauties are legion. Nor is the city itself unappreciative of the finer things of life, as its churches, schools, and hundreds of beautifully situated and cared-for homes can testify. Port Arthur and Fort William operate between them their own waterworks, electric railway, and telephone systems. Electric power is furnished from Cameron Falls station, on the Nepigon, a plant which is capable of more than double its present development. Humanly speaking, there will never be any lack of electric power in Port Arthur. It is sold at a very reasonable rate, and is much used for domestic as well as industrial purposes. The street lighting is as good as that of Toronto, and indeed, in the matter of beauty or of public utilities, Port Arthur may well bear comparison with many larger cities. Three public parks are included in its acreage of about 10,000, and its schools are numbered with the best in Ontario. Every provision has been made for the physical, intellectual, social and religious welfare of its people, 50 per cent. of whom are of British birth. Russians come next with 10 per cent., the French with 5 per cent., the remainder being mostly Poles, Italians, Scandinavians and Germans, in the order given. With this large foreign population, it is well that Port Arthur's earliest settlers were British born.

The climate of Port Arthur, of which mention has been made, has also helped in determining her development, perhaps in delaying it, as the majority of Ontario people, at least, seem to think that it is extremely rigorous. It may surprise such to know that the writer has found the bathing most delightful at the summer resorts along the northern shore of Thunder Bay, at seasons when the waters of Lake Ontario were too cold for comfort or pleasure. Long bright warm summer days, with the blessing of cool nights, winters less severe than those of the prairie provinces, dry, invigorating air, and sufficient rainfall for agriculture, have with perfect drainage and the purest of water made Port Arthur one of the most healthful cities of the Dominion.

In summing up the development of this inland port, we must give first place to the situation. This, with the unexcelled highways by rail and water, which connect Port Arthur with

Eastern and Western Canada, the United States, and even Europe itself, gives her and her sister city a unique position. With natural resources ready at her call, a progressive population, delightful climate, and magnificent natural surroundings, the third of the slogans with which this description began may well be justified:

“To-morrow! The ocean port to an empire, and its millions of population, one of the greatest industrial centres of the North American continent!”

THUNDER BAY AND THE KAMINISTIQUIA HALF A CENTURY AGO.

A LETTER FROM CATHERINE MOODIE VICKERS TO HER MOTHER,
SUSANNA MOODIE.

TORONTO, SUNDAY, August 31st, 1873.

MY DEAREST MOTHER:

We returned home after a most delightful trip on Wednesday night and I have been so busy settling the house that I could not write sooner. I was so glad to get your letter before starting. I asked Robert to write and tell you how they all were when we were gone, but I have not seen him to see if he did so. The Grey and Bruce road is just finished to Owen Sound and Robert is travelling almost all the time looking after the new agents. I think that the moving about does him good. He is looking better than usual. I also told him to tell you that directly the McIntyres have paid their autumn visit, which will be sometime this coming month, we shall all be delighted to see you. It seems a long time since we have seen each other. Cherry has kept you amused this summer, but of course now that the wedding is over she will be returning home to Ottawa. I have never heard a word from Agnes since Cherry left Ottawa. Has she returned home and how are all the family? I have not heard from Cherry for a long time.

Georgie kept house while I was away and everything went on very well. Darling baby was quite well and all the others jolly. Victor, who went with us, enjoyed himself very much and was not the least trouble.

We had good company up with us—Lord and Lady Dunraven, Dr. Kingsley, author of "South Sea Bubbles," "Mrs. Brown at the Sea Side" and other humorous books, and Mrs. McEwan, of Glasgow. John had known Lord Dunraven as a boy. Wyndham Quinn, of Adair Abbey, Limerick, next door neighbor and intimate friend of the Blood Smyth's, who have always corresponded with John,¹ sent all the Limerick papers for so many years. Mr. McEwan and he are partners of John's in several of the mining locations, so they were all very glad to meet and talk over the business matters, whilst I had great fun with the old Doctor, who is one of the most charming and entertaining of men, past middle age, somewhat above sixty, but full of life and energy, enjoyed everything he saw and heard. He

¹Her husband, John J. Vickers.

has been all over the world and as a Yankee Doctor said of him, a perfect Encyclopedia. Every one was afraid to talk to the author but myself, and when we sat down for a quiet talk all the people gathered around to listen. This amused little Lady Dunraven very much. She is a dear, quiet, affectionate little creature, no nonsense about her, and being stared at and pointed out as a curiosity annoyed her very much. Victor called her *Mrs.* Dunraven. One day she called him, "Victor, have you seen my husband anywhere?" "Which one, the fellow with the spectacles?" "Yes, the fellow with the spectacles is my husband. Ask him to come here." Back comes Victor. "I told the fellow with the spectacles, but he is talking to a lot of other fellows, and will come to you presently." Vic raised his hat like "the other fellows" and went off after having his red cheeks patted and admired. Lady Dunraven has three little girls—no boy yet. She is very frail and the old Doctor takes great care of her. Dr. Kingsley reminded me very much of Uncle Traill, but he smokes instead of snuffs. He knows Aunt Agnes but has not seen her for some years. They left us at Silver Islet and gave us a most pressing invitation to visit them at Adair should we ever go to Limerick. Lady Dunraven will certainly call to see me if she comes back by way of Toronto.

We had rather foggy, dull weather on our way up to Lake Superior and after passing Thunder Cape (which is over twelve hundred feet high), and getting into Thunder Bay, we had a thunderstorm which for grandeur I never expect to see surpassed,—the vivid flashes of lightning lighting up the mountains on each side of us and showing the black waves with their white caps around us on every side; then from all sides of us ribbons of fire ran up the sky in all shapes, more like rockets and fire works, whilst the thunder leaped from mountain to mountain in a continued roar, like nothing I ever heard before, and followed by a low growl. The lightning I suppose is attracted by the mineral deposits all around Thunder Bay. Certainly the whole locality is well named. If I were an artist I would choose Thunder Bay in a storm as the grandest representation of the end of the world. I could not help fancying when I looked over the side of the vessel that I would see old Charon launch his boat from the foot of Thunder Cape. Thunder Bay would be a magnificent Styx. How I wished that you could have seen that storm. The Captain who went with me to the extreme bow of the vessel, fearing I think that I would tumble over in my anxiety to see all the storm, said that so many people were afraid of thunder and lightning that he thought that he was the

only person that admired lightning, but he had seldom seen it so fine as that night and was so glad to see someone else who liked to watch a storm. The morning was soft and misty when the little tug came to take us up the river to the Fort and everything so calm and lovely that it seemed impossible that such a storm had raged the night before. We found the McIntyres all well and Fanny and her tiny baby there to meet us,—such a lovely little creature with such wise blue eyes. Fanny looks younger now than when she was at school.

We enjoyed two days seeing our friends at the Fort and dear John was so well—the change did him so much good—that he was anxious I should go to see some of his lots; so Mr. McIntyre suggested that as he had a picked crew of Indians waiting for the Governor of the Hudson's Bay Company, tents, canoe, etc., that I should take them and go up to see the Kaka-beka Falls, thirty-three miles above Fort William, the Niagara of the North. So on Thursday morning at 8:00, Georgie McIntyre and myself took our seats in the middle of one of the grand bark canoes with our blankets under us, for we should have one night under canvas, pillows at our backs and waterproof sheets over us and our effects—John's big picnic basket with provisions for eight—George and myself. John McKellar and Willie Russell and our four brave and tried Indians, the most skilful managers of a canoe in the country, armed with paddles and the iron-tipped poles, the main stay of our frail bark when we should reach the rapids. For the first ten miles from Fort William to Point de Meuron, where steamboat navigation ceases, the river is wide and calm, the morning we started, like a mirror. The men paddled the ten miles without a halt. Just as we came in sight of the point, where Mr. McIntyre has a cottage, the rain, which had been threatening, came down in torrents and we remained a couple of hours, took our dinner, and as the Indians said it would not rain all day we started from there at 2:00 p.m. The rain continued falling at intervals all the afternoon but the wild beauty of the river made us forget it. Three miles above Point de Meuron at the entrance to Slate River, where John has a large amount of land, the scenery is beautiful beyond description; on our left Slate River dashing down through the mountains of slate among the beautiful little islands in the Kaministiquia, McKay's mountain behind us, the roaring rapids in front of us, and a beautiful natural meadow on our right with tall elm trees like a plantation, the dense forest rising behind. The greenness of this part of the country is something wonderful. One of the little islands opposite Slate

River we could compare to nothing but a salad bowl of fresh lettuce, the green was so vivid. After passing these islands the business of polling the canoe began. Our guide, the old Indian in the bow, stood up and with a careful eye scanned the foaming rapids, then with a few growls and waves of his hand gave the directions to the men after asking anxiously of Georgie if the lady would be afraid. They dislike cowards in a canoe. She assured them that I would not be nervous and when he had gone up the first rapid and I behaved myself they testified their approval by nods and grunts and I rewarded them by glasses of whiskey, tin cups I should say. Never did men require or deserve refreshment more. The fatigue is immense propelling a canoe, so heavily laden, by main strength up those roaring rapids with short stretches of paddling. The rapids continue for twenty miles, each one more beautiful than the last and more dangerous to ascend. Mr. McIntyre told the men to take me as much as possible in the canoe if I were not afraid, so at all the worst passages the guide and steersman remained in the canoe with Georgie and me, the gentlemen and the other Indians walking, the Indians carrying the baggage. The drawing of the canoe between rocks and waves is the most exciting thing I ever witnessed. Once in a while you feel the poles slip and the canoe is carried many yards down stream, then a sudden dart across the river to some little islet for safety whilst our boatmen wiped their streaming faces and recovered breath, then a fresh tug with the wild stream. I can hardly believe it now it is over that I was so calm and enjoyed the combat with those waters,—only that thin bark between me and instant death, for no one could stand a moment or even swim across those rapids, as we saw by the efforts made by a noble black Eskimo dog belonging to one of our men who had to run along the shore for miles to safe swimming places,—such a noble brute, who called to his master from the high banks, first on one side, then the other, sometimes behind us then far ahead.

At 7:00 p.m. we came to the camping ground, just seven miles below the falls. It was just dark and it seemed a strange place to sleep, the grass and trees wet as possible but the men soon tramped down the grass, lighted a fire, and pulled wet boughs for our beds, spread the waterproofs, made the beds, and pitched the tents, whilst George and I laid the tablecloth beside the fire and prepared the meal. Water was soon boiled in the tea kettle, the tea made and the Indians' pork fried and cake baked. At half-past eight we shut up our tent and changed our clothing for dressing gowns and slippers and after praying

in the wilderness for the dear ones at home settled ourselves to sleep. The crackling of the fire kept me awake some time, the roaring of the rapids, then the snoring of the gentlemen in the next tent, but at last all nature was still and we slept soundly until called at 7:00 a.m.

Oh but the waking was cold! The quick early breakfast did not warm us but a bright glorious sunrise did. Such a morning on such a lovely river; the dew and rain drops sparkling on the trees and grass, the wild convolvulus and wild hops festooning the trees, and gay flowers. I never saw before the red rocks in the river looking like lions and whales. The rapids become more rapid, the land higher on each side and by the great roar we knew that we were not far from one of nature's greatest wonders. The sun shines brighter and every minute great patches of white foam pass us. The beauty of that morning repaid us for the fatigue of the long journey, our damp clothes and cramped feet, to say nothing of fly bites which we knew were on our faces, hands and bleeding necks, but who could wear a veil or other protection in such a scene.

At 8:00 a.m., after severe work, our men land us safely at the portage, about a mile below the falls, which are hidden by high rocks. They spread our tents and bedding to dry and insist upon our taking a proper breakfast. George and I help with the table but are too impatient to see the falls to eat. George had been twice there before but was as anxious as myself. After breakfast we leave two men to clear up, wash our bedding, etc. No living creature there but flies and fishes. With the canoe light we once more go into the rapids and a few vigorous efforts of our guide and steersman puts us past the projecting rocks. I shall never forget my feelings. There before us was the most glorious sight mortal eye could see. Gilded and burnished by the morning sun the great current of water came rushing down nearly two hundred feet, the whole breadth of the river, no island or stone to break the outline—one pure torrent of snow-white foam, not clear or crystalline, but like a continuous mass of cream. As it reaches the rapids below it breaks over the rocks which, from the quantity of iron in the neighborhood, are bright red. The water in a glass is the color of brandy or sherry wine so you may imagine what it is when the sun shines on those stones. There is a little island formed originally no doubt by the gravel and stones carried down by the river but now covered by a few birches, dogwood and young cherry trees, moss and wild vines, just a little footing I may say, and here we landed so we could look our fill. As we walked we

were in the loveliest rainbow—the stones, the trees, everything gloriously colored with it. Such a fairy island, such shabby folks, all gilded by that rainbow—it seemed magic. We were wet then with the spray but never thought of it. Looking from the island the falls were directly in front of us, a high cliff of iron and slate on our right hand with giant trees which seemed in the clouds; on our left a steep mountain, or rather two, one above the other covered with moss, so green that eye could hardly look at it, the lower hill quite round on top without trees or shrubs, the upper one thickly wooded with cedar and tamarack from which hung long grey moss—grey-bearded trees with lovely moss all over the rocks; behind us the roaring rapids. I wish I could paint the picture for you with your fat old daughter all ragged and rumped, looking at it with the tears streaming down her cheeks, our Indians leaning on their poles, silent and still. Do they feel as we feel about such things?

We stayed an hour, then returned to the camp and climbed the mountain from the back and walked along the edge of the highest mountain, looking down into the shining abyss. When there, by careful climbing, we find deep, natural steps in the slate rock and we go down about half the height of the falls and look up and down and into their beauties, again drenched with spray and the waters of the actual falls washing our feet. After the poor human vanity of scratching our names on the rocks, we climb back to the summit of the mountain and gather mosses and that lovely flower which seems to grow wild only in sight of rushing water, the columbine, so fragile and lovely. We stumble our way down over broken trees and rocks, slippery mosses, and millions of pigeon berries, blue berries and raspberries where there are neither humans nor birds to gather them; back once more to camp, our shoes worn out, our faces one mass of blood, our clothes in rags and tatters, but happy and satisfied and actually hungry. At 2:00 p.m. we leave our camp and turn our looks upon a scene which I do not think it likely I shall ever see in the flesh again, but to be remembered and thought of so long as I have the heart to admire God's wonderful works.

I shall be satisfied for my children to see them and think that I actually had courage and strength to climb those rocks and worship at nature's shrine, before it and they were marred by the hand of man—no taverns or curiosity shops or railways, no steam whistle to bring one down to everyday life.

Our journey down the rapids was quick, exciting work. Four hours brought us back to the first mark of civilization—in Canada, the sawlog. Two hours' steady paddling and we see

the sun set on old McKay's red sides reflected in the still river. The mountain looks like Windsor Castle illuminated. We now meet canoes and boats and see the lights in the little log houses at the Catholic Mission, and 8:00 p.m., Friday, August 22nd, land safely at the Fort. Good Mrs. McIntyre and Victor are at the wharf to meet us, dear Papa getting very uneasy as it is so late. We eat a good tea, take off our old clothes, go to sleep and are all right next day, excepting the horrid fly bites which are not well yet. Saturday we see our friends and pack up; Sunday we say farewell, and to-night just a week from then.

I have scribbled all this just for your amusement and have not told one-half. When you come up I will tell all the rest. The children are never tired hearing my adventures and consider me a great traveller.

I brought home some trophies in the way of stones, moss, etc.

I must stop now. It has struck 12:00 and all are in bed asleep. I fear you will not be able to read this scrawl. Give my love to Aunt Cherry, Katie and all friends, and believe me as ever your loving daughter.

KATIE VICKERS.

A SHORT HISTORY OF LAKE NAVIGATION.

BY C. H. KEEP (IN THE MARINE REVIEW).

The commerce of Lake Superior was developed long after that on the lower lakes had become firmly established. It is better, therefore, to give a short account of its growth in a separate paragraph. For the following account the writer is indebted to Mr. J. T. Whiting, General Agent, Western Transit Company, Detroit. Mr. Whiting's acquaintance with the Lake Superior trade goes back to the beginning and has continued to the present day (1892). There is no one better qualified to speak of its every detail from personal observation. Mr. Whiting's history is given in his own words in so far as his personal connection with early navigation is concerned.

From record and tradition (from both of which is borrowed more or less in preparing that portion of this article relating to incidents prior to 1842), it appears that Lake Superior was navigated from about 1800 by vessels of the Hudson Bay and American Fur Companies.

A vessel named the *Recovery*, owned by the British Northwest Co., was one of those so employed. In the War of 1812, the parties owning the *Recovery* were fearful that she might be captured by U.S. forces, and history, well known to the older inhabitants of Lake Superior, tells us that she was placed in one of the deep narrow bays on the northwest end of Isle Royale, known as McCargo's Cove, which was then under the control of the British Government. Her spars were taken out, and her hull entirely covered over with branches of trees and brush wood. On the advent of peace she was brought from her hiding place, refitted and put into commission again, run over the rapids at Sault Ste. Marie, and placed in the lumber trade on Lake Erie, under the command of Captain John Fellows of Fort Erie. She was about 150 tons burden, and brigantine rigged.

Another vessel named the *Mink* was also on Lake Superior before the war. She was also subsequently brought down over the rapids, and employed in a general business during the balance of her life. About 1834 the American Fur Company decided to build what was then termed a large vessel, for the navigation of Lake Superior. When built and completed under the direction of Messrs. Ramsay Crooks and Oliver Newberry, she was placed under the command of Capt. Charles C. Stanard, who in years after became well known and very popular commander of

steamers in the Buffalo, Detroit, and Chicago trade. This vessel was named the John Jacob Astor, and was the first U.S. vessel launched upon Lake Superior. Her timbers and planks were gotten out at Black River, Ohio, in the fall of that year (1834), and were shipped to Sault Ste. Marie, and from there hauled (carted) across the portage to the head of the rapids, where her keel was laid and the vessel launched about the 1st of August, 1835. It was while Captain Stanard was in command of this vessel that he discovered the well-known rock, afterwards named Stanard's Rock, situated in Keweenaw Bay, on which the U.S. Government has since built a first-class lighthouse. Captain Stanard remained master of the Astor till 1842, after which Capt. J. B. Angus, a well-known navigator of the lake, became master and remained in charge until she was wrecked at Cooper Harbor sometime in September, 1844, while landing a cargo of material to be used in building Fort Wilkins.

The American Fur Company built two vessels in the years 1837 and 1838, one of which, owing to faulty construction, was never launched, while the other is supposed to have been put into commission, but her name, as well as her history, has been lost.

The schooner William Brewster, of about seventy tons, was launched in August, 1838, and in that fall, fearing she could not be kept profitably employed, she was run over the Sault Rapids, and afterward engaged in the general business of the lakes. The timbers of the Brewster, like those of the Astor, were gotten out in Ohio, carried to Sault Ste. Marie, carted across to the head of the rapids where they were set up, and the vessel finished.

In the spring of 1846, the steamer Benjamin Franklin was put upon the route, where she continued to run until 1850, when she was wrecked at Thunder Bay, Lake Huron. These were followed at intervals as the exigencies of the trade required, by the steamers Northerner, London, Tecumseh, Albany, Illinois, E. K. Collins, North Star, and the propellers Goliath and Peninsular as well as the two small steamers the Gore and Plowboy, which were put on the Canadian route between Owen Sound and the Sault. These were, as a rule, all light-draught vessels, and had comparatively little difficulty in navigating St. Mary's River, as it was then the greatest obstacle on that part, known as Lake George, where the channel then ran in close proximity to the Canadian shore, and in which about two miles from the western end of the lake a bar existed that at times caused serious trouble—so much so, that the American Fur Company, after the building of the brig Ramsay Crooks, in

the absence of tugs or other steam assistance, was forced to build a crib or pier on either side of the bar, for the purpose of heaving the vessel over it, and at times lightening her, again transferring the freight by small boats or scows to the vessel after getting her over the bar into deep water. This same pier being kept in repair was used more or less for the same purpose by other vessels until the deepening of a more direct channel through Lake George by the U.S. Government after the opening of the Sault Canal in 1855. With the view of showing the extent of the transposition of freights, baggage, mining companies' supplies, between Lake Huron, the Sault River and Lake Superior, it may be well here to say that the late Sheldon McKnight, of Detroit, holding an official commission from the government, as connected with the permits for the exploration of the copper mines of Lake Superior, and residing at the Soo during 1844-45, did all the transferring across the portage thereat by means of one old gray horse and a cart.

In the spring of 1846, the volume of business seemed to justify Mr. McKnight in building a warehouse and dock below the Rapids, to better facilitate the hauling of luggage and freights. During 1846-47 this was done by the firm of L. W. Tinker & Co., of which he was himself a member. The volume of freight had so increased in the meantime that they were obliged to add to the old gray horse and cart two double teams.

In the spring of 1848, the firm of L. W. Tinker and Co. having dissolved, Mr. McKnight employed Mr. T. J. T. Whiting, then of Detroit, to take charge of the business. Mr. Whiting found himself again obliged to increase the teaming facilities by adding thereto two more two-horse wagons and the necessary horses.

In 1850 the business had increased to such an extent that additional facilities for carrying freights in either direction across the portage induced Mr. McKnight to procure a charter for the formation of the Chippewa Portage Co., under which a light tram road was built, running across the portage, operated by horses, and connecting the warehouses and docks at either end thereof, which, with sundry changes in the location of the tram, in consequence of the building of the canal, continued in use most of the time by day and night through the season of navigation until the completion of the canal in 1855. By the tramway, under favorable circumstances, the company could move from 300 to 400 tons of freight, including mass copper, every twenty-four hours. About 1851 the firm of Spaulding and Bacon, general merchants at Sault Ste. Marie, with a view to accom-

modating business, brought them by the steamer Northerner, running from Cleveland and connecting with the propeller Manhattan on Lake Superior, these two boats being owned by S. W. and A. A. Turner, of Cleveland, placed teams on the route across the portage, but after some two years abandoned the same, and all such freights as well as those carried by the steamer E. K. Collins, on the Lake Huron route, and the side-wheel steamer, Sam Ward, on Lake Superior, were diverted into the hands of the Chippewa Portage Company, and there remained until the opening of the canal.

In the meantime the iron district of Lake Superior having become somewhat developed, and the production of copper having increased so rapidly as to force all interests to agitate the question of greatly enlarging facilities for meeting the necessities of a promised largely increasing traffic on Lake Superior, a preliminary survey for an estimate of the building of the St. Mary's fall ship canal was undertaken. In this enterprise the Hon. O. D. Conger took an active part, though we think that the late John Burt of Michigan was director of the survey. The reports thereof induced the U.S. government to donate to the State of Michigan 750,000 acres of public lands, stipulating, however, that the canal should not be less than 100 feet wide, and twelve feet deep, with two locks not less than 250 feet long and fifty feet wide. Mr. Charles T. Harvey having his attention called to the matter, . . . instigated, though with much opposition from the government, that the size of the locks be increased to 350 feet in length, and seventy in width, with a lift of eighteen feet . . . These preliminary arrangements having been completed, Mr. Harvey was appointed general agent, and on June 4, 1853, the first sod was broken and the work commenced, . . . and it was completed on the 18th of June, 1855. The steamer Illinois, commanded by Capt. Jack Wilson, was the first to pass through, and was followed the same evening by the Baltimore, under Capt. John Reed, bound down for Buffalo. Just here it might be right to say, that Mr. Sheldon McKnight and the Chippewa Portage Company, prior to the completion of the canal, had placed the following named propellers and side-wheelers on the route between Buffalo, Cleveland, Detroit, Sault Ste. Marie and the various ports on Lake Superior, namely, the Monticello, Baltimore, Peninsular, Ben Franklin, London, Albany and Illinois, the Monticello, Baltimore and Peninsular having been hauled across the portage as business required.

In bringing this review of the early days of shipping on Lake Superior to a close, it may be proper to call attention to the fact that the early navigators of Lake Superior, among whom we find the names of Capts. Stanard, John MacKay, Bendry, Smithwick, Wood, Brown, John Stewart, Reed, Jack Wilson, Lamphier, Clark Averill, Angus, Reymond Rider, Caulding, Spaulding, Easterbrook, Sherman, Ripley, as pioneer masters, are entitled to credit for great skill in successfully navigating its unknown waters, unaided by any reliable charts, lighthouse or other governmental aids to navigation. It may be truthfully said, that they built better than they knew, for they, in connection with the early explorers and the successful investors and seekers after wealth on the shores of Lake Superior, first gave birth to the thought that this Lake might be made part of one of the great highways between the Atlantic and Pacific oceans. They traversed unknown and unexplored waters with the success that was worthy of the enterprise, energy, watchfulness, skill manifested in their vocation, for, as we now recall, there was but one fatal casualty occurring among them, from the opening of navigation on Lake Superior in 1844 to the opening of the canal in 1855. This was the loss of the schooner *Merchant*, commanded by Capt. Brown, sailing from Sault Ste. Marie for Copper Harbor and other points, in the season of 1847. Neither she, nor any of her crew or passengers, were ever heard of again. As a matter of historical reference, it may be said that the first lighthouses on Lake Superior were built as follows: at Whitefish Point, in 1847; Copper Harbor, 1848; Eagle Harbor, 1850; Ontonagan, in 1852; and Marquette in 1853; while the first surveys of the south shore of Lake Superior within the limits of the U.S. were not commenced until the year 1855, and charts thereof were not issued until some years later.—(In the *Fort William Times-Journal*, Oct. 29, 1892.)

THE FIRST TELEGRAMS FROM AND TO THUNDER BAY.

WITH INTRODUCTORY NOTE BY NEIL McDUGALL.

December 16, 1914.

The enclosed copies of the first through telegrams between Thunder Bay and Winnipeg may be of interest to the Historical Society. The originals are in my possession. In August, 1877, we constructed the first portion of the line from P. A. Landing to the old Fort and the first messages exchanged were from and between the late Governor, John McIntyre, and the late S. J. Dawson, M.P. The line was built under Oliver Davidson & Co., contractors, by John W. Sefton, from Rat Portage to Winnipeg, and from Rat Portage east by Neil McDougall. I was Superintendent for five years. Our head office was in the celebrated old "Neebing," West Fort. The office in P. A. was in charge of Ald. W. P. Cooke, who is still occupying the same stand on Arthur Street to-day. Ten-word messages to Ontario cost \$2.00; at times replies were slow, but we could generally beat the dog team mails.

NEIL McDUGALL.

CANADIAN PACIFIC TELEGRAPHS.

THUNDER BAY BRANCH.

All messages are received by this company for transmission subject to the terms and conditions printed on Form No. 2, which terms have been agreed to by the sender of the following messages, etc.

P. J. BROWN,
Manager.

NEIL McDUGALL,
Superintendent.

PRINCE ARTHUR'S LANDING, ONT.,
August 28th, 1878.

TO THE MAYOR OF THE CITY OF WINNIPEG:

The inhabitants of the Thunder Bay District send greeting and congratulations to the people of the City of Winnipeg upon the completion of the Canadian Pacific Telegraph from the waters of Lake Superior to the Prairie Province, and they trust ere long the iron horse shall awaken the stillness of the now primeval forest and establish your better acquaintance with Thunder Bay, the future outlet for the New Empire of the North West.

THOMAS MARKS,
Reeve.

[Same heading as in the preceding telegram].

WINNIPEG, Aug. 29th, 1878.

TO THOMAS MARKS, REEVE,
Prince Arthur's Landing.

We are one with you in sentiment on the happy event of telegraphic connection between Thunder Bay and Winnipeg. We earnestly trust that your anticipations as to closer intercourse by means of the iron horse will be realized and that soon your Port will be filled with crafts, ready to secure the golden produce of our prairies. Pray with us that our rulers may reacquire the wisdom to see the necessity of completing this great work without further delay.

THOMAS SCOTT,
Mayor.

LAKE SUPERIOR, ITS DISCOVERY AND HISTORY.

BY CAPT. J. W. HALL.

The first ever known of Lake Superior by whites was in 1641, when Charles Raymbault, and Isaac Jogues, Jesuit missionaries, visited the Ste. Marie River, and were informed that beyond the foaming rapids was a lake called by them Kitchi-gami (Big Lake). They were followed in 1660 by Rene Mesnard, also a Jesuit missionary, who reached Point Keewenaw and, while crossing the portage, wandered into the woods from his companions and was never heard of afterward.

The existence of copper in that region was known as early as 1666, when Father Claude Allouez discovered pieces of pure copper weighing from ten to twenty pounds. In 1669, La Hontan visited the lake and discovered the copper mines as he records in his travels. In 1721, P. de Charlevoix passed through the lake on his way to New Mexico, and mentions the copper mines in his Journals. It was again visited by Captain Carver in 1766, who in his book of travels published an account of the copper found on its shores. The mines were worked as early as 1771, by a company composed of H.R.H. The Duke of Gloucester, Secretary Townsend, Sir Samuel Tuckett, Bart., Mr. Baxter, Consul of the Emperor of Russia, and Mr. Cruikshank, in England, and Sir William Johnson, Mr. Bostwick and Mr. Henry in America. An air furnace was erected by this company at Point aux Pins. Their mining operations were confined to the south shore of the lake, to the Ontonogan River. The object in forming this company was not for the purpose of obtaining copper, but for the silver ore it might contain. During the winter of 1771-72 they penetrated into the hill, forty feet in a vein of native copper, which held out that distance. In the spring, when the thaw came, the clay on which they had relied for its stiffness and neglected to prop up, caved in, when the enterprise was abandoned. Traces of these early operations are distinctly visible at this late day in the vicinity of the great copper rock, weighing nearly two tons, which was removed by Julius Eldred of Detroit, in 1845, and taken to the Navy Yard in Washington. . . . The commerce of Lake Superior, if such it might be called, had its commencement in 1812, when a vessel of some forty tons, called the Fur Trader, was built on that lake for the North West Fur Company, which was afterward run over the Sault Rapids and sustained such injuries as

to render her useless. She was the first craft that ever hazarded the attempt. A vessel was built by the same company at the close of the war of 1812. She was secreted under the Island of Caribou, covered with bush, where she lay sunk for several years. She was run over the Sault Rapids and during her descent both masts went by the board. Soon after her arrival on the lower lakes, she was sold to Capt. James Fellows of Fort Erie, Ontario, and Augustus Merwin of Cleveland, and named the Recovery, and for several years was employed in the lumber trade on Lake Erie, rigged as a brigantine, but finally went to decay at Waterloo, opposite Black Rock. She was 150 tons burden. A voyage was made to the Sault in the brig Wellington in 1817, commanded by Capt. Alexander McIntosh, and piloted by Capt. John Hackett. She took in tow a small steamer of 30 tons burden by the name of the Axmouth, and on her arrival there was hauled over the portage on the Canadian side and relaunched in Lake Superior and delivered over to the North West Fur Co., and was the first vessel hauled over the portage.

The second vessel that came over the Sault Rapids was the Mink, which took place in 1817. She suffered considerable damage, but was repaired and put into service on the lower lakes. She was a British craft but was subsequently sold to U.S. owners, and survived for many years afterward. In 1842 a vessel called the William Brewster was also run down the Sault Rapids, performing the hazardous attempt in safety. Her frames were got out in Euclid, Ohio, in 1838, whipped on board a vessel to the Sault, when she put together and launched in Lake Superior in August of that year, and was sailed by Capt. John Wood.

The above were the only feats of running boats down the Sault Rapids up to the opening of the ship canal in 1855. From 1815 to 1822 Lake Superior was navigated by only one small schooner. It is recorded, however, that as early as 1806 the North West Fur Company owned two or three schooners that navigated these waters, the Mink, above mentioned, being of that number, which finally sank and went to decay in the River Rouge below Detroit.

The American Fur Company caused to be built "the Astor," the timbers of which were got out at Black River, Ohio, in the fall of 1834, and were shipped to the Sault in the spring following by Oliver Newberry, where she was put together. She was finished in August and sailed for La Porte in command of Capt. C. C. Stanard, who continued master of her until 1842, when his brother, Capt. B. A. Stanard took charge of her. She was

wrecked at Copper Harbor in 1844, where for several years afterward portions of her remains were visible.

In 1837, the Fur Company built two other vessels, of some twenty tons each. One of them, however, was never launched. The other, the Madeline, was sailed by Capt. Angus and was employed in the fish trade. In 1847 there was employed on Lake Superior two steamers and nine schooners, as follows: Str. Julia Palmer, Propellor Independence, Schooners Napoleon, Algonquin, Swallow, Merchant, Uncle Tom, Chippewa, Fur Trade, Siskawit, and White Fish. The Merchant was lost in June of that year with all on board, being temporarily in command of Capt. Robert Brown, of the Swallow, with several passengers on board.—(In the Port Arthur Sentinel, April 29, 1885, copied from the Cleveland Marine Record.)

THE RED RIVER EXPEDITION OF 1870.

From the Thunder Bay Sentinel of Sept. 21, 1882.

Now that the last trace of the work—the old stockade, nothing in itself of more importance than a landmark of the expeditionary force which landed here twelve years ago—has been removed from our shores, now that all the indications of civilized advancement are assuming such practical and decided shape in these once wild regions, and now that time has rendered the particulars of the events that established our beautiful town on the queen of fresh waters effete to all but a favored few of our townspeople, we think the occasion a good one to reprint the history of that time as associated with the Red River expedition which passed through here under General Lindsay. There is so much genuine information and interesting matter in the report issued by Mr. S. J. Dawson, the year following the expedition, that it is with reluctance that we feel compelled to curtail it. Nevertheless, to all who give it their attention, much will be found to repay them, and as we are in possession of about the only remaining copy of the report, the reproduction of it in our columns will be worth saving for reference. The report commences:

Early in the winter of last year, 1869-70, I received instructions from the Government to provide vessels of a class adapted to the navigation of waters in the unfrequented region intervening between Lake Superior and the Red River Settlement. A military force had to be sent through on the opening of navigation, and it was a matter of vital importance that the vessels should be of such a character to meet the exigencies of such a service.

The route for a distance of two hundred miles had never been traversed by any vessel larger or stronger than a bark canoe, and the chief officers of the H.B.C., who were supposed to be well acquainted with the country, had declared it to be impracticable to their boats. Among those who gave expression to this opinion was the late Sir George Simpson, Governor of the company, than whom no one could pretend to have greater experience in navigating the inland waters of British North America.

That distinguished gentleman, in a written communication to the Government which was subsequently published, had expressed his belief that the route was practicable to only bark

canoes, and that these, as everyone acquainted with such vessels must accede, were not adapted to the transportation of troops.

So general was this opinion as to the character of the route, by Lake Superior, and so firmly fixed had it become, that the Imperial Government sent troupes by way of Hudson's Bay to Fort Garry once in 1846, when a wing of the 60th Foot was led up from that icy sea, by Col. Crofton, and again in 1857, when several companies of the Canadian Rifles were sent out.

Having traversed the route by Lake Superior frequently, I was able to explain to the Government that the reports as to its impracticability were exaggerated, that it had been for many years the highway for the North West Fur Company, and that, after the mountainous country on the borders of Lake Superior was passed, that there would be no difficulty whatever in sending forward a force of considerable numbers by means of boats.

The suggestions which I had the honor to submit, in this regard, having been approved of, the services of the principal boat builders throughout Canada were speedily called into requisition. Early in January the first contracts were given out and the work of boat building went on without interruption until the opening of navigation. At the same time a number of flat scows were ordered for use in shallow rapids, and every article of outfit that could possibly be required whether in the way of rigging for the boats, tools for repairing them or outfit for the voyageurs, was provided in ample quantities.

I was further directed in January, 1870, to increase the force on the Thunder Bay road, in as far as the season and the nature of the locality would permit, so as to have the larger bridges completed and other necessary preparations made before the opening of navigation. In order the better to insure these instructions being carried out, an active and experienced officer, Mr. Lindsay Russell, was despatched by way of Superior City, from which place he had to walk two hundred miles on snow shoes to Thunder Bay. A copy of his instructions is attached, and I may here remark that he executed them with energy and skill.

It was at this time apprehended that the insurgents at Red River might endeavor to tamper with the Salteaux Indians, a tribe which occupies the country about Fort Frances and the Lake of the Woods, in formidable numbers, and in order to establish and keep friendly relations with these Indians, by direction of the Government, I sent instructions to a trusty agent at Fort William to proceed to Fort Frances where he had

long resided, and to enter into communication with the leading men of the tribe. A copy of these instructions is hereto annexed.

Before the navigation opened it became necessary to secure the services of a number of skilled voyageurs to manage and navigate the boats, and agents were accordingly despatched to the various localities throughout the country where the desired men were to be found.

Furthermore, in hiring men for Public Works, in view of the probability of the necessity arising of their being required as voyageurs, such only were engaged as had some experience in the navigation of inland waters of the country, or in driving logs in rapid rivers. The total number of men thus engaged, either as workmen or as voyageurs, was eight hundred, and it was kept at that number throughout the season.

Having been in communication with the military authorities at various times during the month of April, I was most careful to inform them as to the condition of the Thunder Bay road, and the character of the country generally, through which the expedition would have to pass. They were furnished with maps showing the length respectively of the portages and navigable sections, and in order that there might be no misapprehension as to the state of the road, I submitted to them a memorandum, of which the following is a copy:—

Ottawa, Apr. 25, 1870.—When the work of road-making was brought to a close last fall, a section of twenty-five miles, reckoning from Thunder Bay, was practicable to wagons, with only one interruption at Kaministiquia, which was then unbridged, and continuing on the line an additional section of ten miles was cut in such a way as to be practicable for oxen with sleds or cars.

The two large rivers, the Kaministiquia and the Matawin, which cross the line were bridged last winter, and bridges are also built over the more considerable of the smaller streams, so that practically the work of bridging may be considered completed.

It may be added that portage roads were laid out and opened in so far as such work could be done in winter, between Shebandowan and Lac des Milles Lacs.

At the same time instructions were sent to the officers in charge to set all the available force to work on the road as soon as the snow should have cleared off, as to admit of operations thereon being resumed, so that about eighty men are by this time engaged on the unfinished sections of the line.

An additional force of 120 men will be sent to their aid by the first steamer, and a week later a further number of about twenty will go up.

The voyageurs who go up, in charge of the first shipment of boats, should, immediately on their arrival in Thunder Bay, be sent to open and improve the portages between Shebandowan and Rainy Lake, and for this purpose they can be supplied with canoes at Fort William, and outfit from the Government stores at the works.

Stables will be required at Thunder Bay, at the half-way house and at Shebandowan, together with tents or huts for the accommodation of the teamsters. Intermediate between the half-way station and Thunder Bay, on the one side, and between the first named place and Shebandowan Lake on the other, there should be camps as resting places for the horses and men. These camps would only require one or two men to be stationed at each, to take care of the hay and the oats, and have victuals in readiness for the teamsters as they passed.

Both at Thunder Bay and the half-way station of the Kaministiquia it would be necessary to have a blacksmith with shoeing apparatus and a supply of horse shoes.

The wagon service would require in all:—Teamsters, 73; men at camps, 4; overseers, 3; blacksmiths, 2; clerk or time-keepers, 1.

Boats and supplies over Thunder Bay Road.—Operations in this regard may at once be commenced by organizing the wagon service and sending boats, provisions, oats, hay, etc., forward to the Matawin crossing, twenty-five miles from Thunder Bay. At this point a small space should be cleared to guard against fires, and a few huts erected to serve as store houses.

BOAT SERVICE.—In providing for this, three voyageurs should be sufficient for each boat, that is, with the aid of the soldiers in rowing and transporting the articles over the portages. With this arrangement it would be necessary that in running rapids the crew of two boats should be put into one, running first one and then the other. The voyageurs may not all be equally expert and perhaps four to each boat might in some cases be necessary. It is reasonable to believe, however, that after a little practice, many of the soldiers will become almost as skilful as the voyageurs themselves, in managing a boat, and they will have an opportunity of gaining experience before any of the difficult places are reached. In case of necessity an additional force may be supplied from among the men on the works, most of whom have had more or less experience as boat-

men. Each brigade of boats would require an overseer voyageur, for the maintenance of discipline among the crews, calling them to time in the morning, etc. There should also be a clerk or two attached to the force to keep accounts of the voyageurs and the time. When a greater part of the boats and a considerable amount of supplies have reached Shebandowan, oxen and horses should be placed on the Kashaboiwe, Height of Land, Baril, Brule, and French Portage as follows:—

On Kashaboiwe, one horse and two yoke of oxen.

Height of Land, two yoke of oxen, and two horses.

Baril, two yoke of oxen.

Brule, two yoke of oxen.

French Portage, two yoke of oxen, two span of horses.

It would at first be hardly possible to supply the provender for horses and oxen, at any point beyond the French Portage. Assuming that on reaching Fort Frances, the force will require one hundred boats, there will remain forty, besides scows with which to send forward supplies from the terminus of the Thunder Bay Road at Shebandowan Lake to Fort Frances.

These may be distributed on the different sections as follows:—

	Boats	Scows
Shebandowan Lake.....	4	....
Kashaboiwe Lake.....	2	....
Summit Pond.....	....	1
Lac des Mille Lacs.....	3	....
Baril Lake.....	2	....
Windegoestagoon Lake.....	4	....
Kaogassikok Lake.....	3	....
Pond, Deux Rivieres Portage.....	....	1
Sturgeon Lake.....	4	....
River between Sturgeon Lake and Island Portage ...	...	4
Nequaquon Lake.....	3	....
Between Nequaquon Lake and Nemeukan Lakes on south channel.....	4
Nemeukan Lake.....	2
Rainy Lake.....	5
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Total.....	36	6
Reserve.....	4
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	40	

By distributing the boats to be employed in the transport of supplies in relays as above, much labor in portaging will be avoided, and fewer men required to man them, in as much as the crews of different sections can join together when necessary. To man the boats in the lake region when distributed this way, 130 men with three competent overseers would be sufficient. Of these, thirty men should be stationed on the rough section between Sturgeon Lake and Island Portage.

Three boat carpenters should accompany the force with tools and materials to make necessary repairs.

Provision has already been made by the Government for the construction of the above-mentioned huts and stables, and sawed lumber has been ordered for these to be built at Thunder Bay.

S. J. DAWSON.

Fully appreciating the difficulties to be encountered on a road of forty-five miles in length, of which a section of twenty-five only was represented as being practicable to wagons, and an additional section of ten miles, which oxen with carts could pass over, His Excellency the Lieut.-Governor, commanding the Forces, determined on sending forward the regular troops to help in opening and improving the roads, before the stores could pass over it, and the Colonel in the immediate command of the Expeditionary Force, also well aware that much work was needed on the roads, before the stores could pass over it, recommended certain companies of the troops to be sent forward to aid in the construction.

It had been suggested to the military authorities, that the troops might pass by land from the Lake of the Woods to Fort Garry, but in order that they might be in a position to judge for themselves, as to whether it would be better to go by that route, or by way of the Winnipeg, I sent them a memorandum, of which the following is a copy:—

MEMORANDUM—LAKE OF THE WOODS TO FORT GARRY, Ottawa, 18th April.—Accompanying this memorandum is a rough plan of the Winnipeg River, made from Track Survey, together with a table of distances, showing the length of the portages and the navigable sections, respectively, between Rat Portage, at the outlet of the Lake of the Woods, and Lake Winnipeg. From the Lake of the Woods to Fort Garry are two routes, the one by water, being that just referred to, and the other by land from the "Northwest Angle." Having regard to the passage of a large number of men with outfits and sup-

plies, the following facts are submitted, with a view of supplying information on which an opinion can be based, as to which it would be most advantageous to adopt.

WATER ROUTE.—By this route, the distance from Rat Portage and Fort Alexander, at the entrance to Lake Winnipeg, is in round numbers 149 miles. In this distance the number of portages is twenty-five, and their aggregate length, as ascertained by actual measurement, is three miles and six chains. The Winnipeg River presents no serious difficulties to the largest canoe, and it has long been navigated by the H.B.C. boats. In the navigable sections, the depth is sufficient for large boats, and there are but few heavy rapids to be run, and these short. In several instances the entrances to the carrying places are close to the brow of the falls, and in such cases the boats should be brought in with caution, one by one. As a general rule with practised guides and skilful boatmen, the Winnipeg may be considered a safe river, or if an exception exists, it is at the seven portages, which have always to be passed with great care. As canoemen, the Indians who frequent the river cannot be excelled, and as boatmen many of them have had great experience. The Winnipeg River in its general character may be considered as a series of lakes separated by short rapids, and water falls.

LAND ROUTE. The country lying between the Lake of the Woods and the Red River is swampy and low, and except on the route adopted as a line of road, quite impracticable, at least it has never yet been passed over in summer, except by a few wandering hunters. Even the Indians traverse it but rarely, and the half-breeds of Red River never attempt it except in winter.

The distance between the northwest angle of the Lake of the Woods, and Fort Garry, by the line adopted for a road, is ninety miles, sixty miles being through a wooded country, and thirty over open prairie.

Starting from the Northwest Angle and proceeding westward there is first a section of thirty miles quite in a state of nature, and as yet unopened. This section abounds in swamps and marshes, but is nevertheless capable of being opened. Then follows a stretch of thirty miles of line through a wooded region, still very wet, but not as bad as the former section. In this section the road runs for many miles along a narrow gravelly ridge, with impassable swamps stretching out to the horizon on either side. The forest country ends at Oak Point Settlement, and from there on the distance to Fort Garry, which is thirty miles, is over the open prairie. It should be mentioned that on

the Red River, approaching Fort Garry from the east, there is no bridge. The channel is 400 feet in width and the water deep. At present all vehicles have to be ferried across.

TWO ROUTES COMPARED. The obstacles to the navigation of the Winnipeg may be briefly summed up as presenting three miles and six chains of land carriage in twenty-five different sections, the longest of which is five-eighths of a mile. On the other hand the land route presents thirty miles of road to be opened, ninety miles of a march and a broad unbridged river to be crossed just at the end of the journey. On the land route, moreover, even after the thirty miles of road were opened, it is probable that there would be difficulty in providing the means of transport, added to which it would be in the power of the insurgents, if so disposed, to offer serious opposition on the march more especially on the narrow gravelly ridge as described, with the marshes on either hand.

By the water route the expedition would carry with it its own means of locomotion for crossing rivers. It would be quite out of their power for the insurgents to offer opposition at any place nearer than Fort Alexander, and even there they could not do so, unless they should be able to provide themselves with boats at the Red River Settlement. Neither Lake Winnipeg nor the Winnipeg River can be approached by land from the direction of Fort Garry, on account of the impracticable character of the country which abounds in swamps and bogs.

By the water route there would be stiff work on the portages, but it would not last long at a time, and there would be relief on the open and breezy lakes intervening between them.

In the one case the men would reach Fort Garry fatigued with the heavy march and hard work in road making, and on the other they would be fresh and rested.

S. J. DAWSON.

It would be tedious to enumerate all the details of the preliminary arrangements made to facilitate the passage of the Expeditionary Forces through a wilderness which afforded nothing in itself. Suffice to say, that as the result proved, there was scarcely an article which could in any way be useful that was omitted, nor a mechanic whose services were likely to be called into requisition left behind. Among the civilians sent forward were boat builders with their tools, blacksmiths with their forges, and carpenters with the implements of their trade. Wagons for the road transport were provided by Colonel Wily of the Militia Department, and by him also were purchased the

supplies of flour, pork and other provisions for the expedition. It is due to that careful and energetic officer to say that the supplies were of excellent quality and put in packages of size and weight best adapted for handling.

In order to establish and keep up regular communication with the expedition, the Government chartered two steamers, the *Chicora* and *Algoma*, as mail boats, both well-fitted up and adapted for the conveyance of passengers and stores. These steamers were to be paid at a fixed rate and were to sail regularly between Collingwood and Thunder Bay, leaving the former place alternately at intervals of five days throughout the season of navigation.

ADVANCE OF THE EXPEDITION TO THUNDER BAY, LAKE SUPERIOR. The *Algoma* set out on her first trip on May 3, and by her, voyageurs and workmen to the number of 140 were sent forward to Thunder Bay. An agent was at the same time dispatched to Sault Ste. Marie to organize a force to improve the portage road on the British side and to provide means of embarkation at the head of the rapids.

The *Chicora* left Collingwood on May 7 freighted with men, boats, store supplies and outfit. By this steamer 120 additional men, workmen and voyageurs, were sent forward.

On reaching Sault Ste. Marie, however, the canal, which is on the United States side, was found to be shut against Canadian vessels, and they had in consequence to discharge her cargo at the foot of the rapids on the British side. The voyageurs and workmen immediately joined the force which had been organized, according to the instructions sent by the *Algoma*, to construct the portage road, and by the united exertions of the two parties it was quickly put into good order. At the same time a small wharf was run out at the head of the rapids, to facilitate embarkation, and a small scow, which had been brought from Collingwood in fitted pieces, was put together to serve the purpose of conveying troops and supplies from the wharf where the water was shallow to the vessels, which came to anchor in the river some distance from shore.

In the meantime the boats were sent rapidly forward, those which were built in Quebec and Toronto were sent by rail to Collingwood and from there shipped by the regular steamers, while a propeller with two schooners in tow, freighted with boats and stores, were passing up by the Welland Canal.

The steamer *Algoma*, which as stated had left Collingwood on May 3, made the trip without interruption to Thunder

Bay, but on returning, according to an arrangement made with her captain, she did not repass the canal, but remained at the head of the rapids. Thus, although the canal was shut, the precautions taken ensured a line of communication, the Algoma being available for transport on Lake Superior, and the Chicora on Lake Huron, with an intervening portage of three miles on the British side at Sault Ste. Marie. The canal being for the time closed to British ships, the Chicora on her next trip took forward a detachment of volunteers to Sault Ste. Marie, and as well a quantity of military stores, and returning was again ready to start on May 21. By this trip there went forward several companies of the regular troops and a number of voyageurs and workmen. On arriving at Sault Ste. Marie it was found that word had come through from the United States authorities to allow Canadian boats through having no troops or military stores on board. In this state of the matter the troops having been disembarked on the British side marched over the Portage Road, while the Chicora passed through the canal. The propellers and schooners already referred to had been waiting below the locks and they also were permitted through. The troops were soon brought on board at the head of the rapids and the Chicora proceeded on her way to Thunder Bay where she arrived on May 25.

I may here remark that no action on the part of the Government could have provided for the arrival of the troops at any earlier date. When the Algoma set out from Collingwood, on May 3, it was not even known if she could get through the ice fields, which generally remain above Sault Ste. Marie until a later date than that at which she would be there, and when the Chicora left on the 7th, it was well understood, there was at least a probability of her finding the river shut. In view of such a contingency, the men had been set to work on the Portage Road on the British side, so that if delay occurred it would be due to no omission on the part of those who acted for the Canadian Government.

The route being once fairly opened voyageurs, together with troops, military stores and boats, continued to arrive from time to time, but though the Sault Ste. Marie Canal was free to boats with ordinary freight, it was still shut to troops and military stores, and it proved to be a very tedious process to get the large amount of articles landed at that place, in the first instance, over the portage. It was toward the end of June, the 27th, before the last of the military stores arrived and a large proportion of the horses and wagons did not arrive at Thunder Bay until that time.

I would invite particular attention to this fact, inasmuch as the state of the Thunder Bay road has been made to answer for the delay which occurred when, up to the date I have stated, there was a deficiency in the means of transport even for that portion of the road which was admitted to be in good order.

This deficiency in the means of transport on the Thunder Bay road might have been remedied as I shall further show by bringing additional numbers of horses and wagons from Collingwood. In the meantime I might remark that no avoidable delay occurred in getting the stores over the portage at the Sault. The work at that place was in charge of a most able and energetic officer, Colonel Boulton, and I had placed a strong force of voyageurs at his disposal. When I passed Sault Ste. Marie, on May 23, Colonel Boulton took occasion to speak in the highest terms of the aid which he had received from the voyageurs, and from Mr. Graham, the officer immediately over them. The regard was mutual, and I have much pleasure in saying that Colonel Boulton's kind and considerate bearing to the voyageurs, and all with whom he came in contact, made him a general favorite with the civilian portion of the Red River Expeditionary Force.

LAKE SUPERIOR TO SHEBANDOWAN LAKE. The condition of the road when the first detachment of troops reached Thunder Bay, on May 25, was quite as good as it had been represented to be, or anticipated. The larger bridges embracing the two formidable structures over the Kaministiquia and the Mattawin Rivers had been completed. A temporary bridge had been thrown over the Sunshine Brook, and material was in readiness for a similar structure over the Oskondage, a small stream to which the further limit of the road had reached, the distance practicable to horses and wagons reckoning from Thunder Bay being twenty-eight miles, and thence a track over which oxen with carts or wagons could pass had been roughly opened as far as Oskondage, which latter point is thirty-seven miles distant from Prince Arthur's Landing.

The officer commanding the field force, accompanied by Mr. Lindsay Russell, rode over the line to a distance of several miles beyond the Mattawin Bridge, soon after his arrival, and expressed himself to the effect that it was as good as he had expected to find it, and quite equal to what the country roads in Canada usually are.

At this time the voyageurs and other laborers, who had been sent forward by the Algoma, were at work on the unfinished sections, and several companies of troops were soon sent to

repair such places as had received damage from the condition and character of the route between Prince Arthur's Landing and Shebandowan Lake, at which latter point it was finally to embark in boats. The distance between these lakes is forty-five miles by land, but for three miles downward from Shebandowan Lake to a point now called Ward's Landing, the Mattawin River, though presenting a series of shallow rapids, is navigable to flat scows, or lightly loaded boats. Ward's Landing was therefore the point to be attained with the road, as from thence to Shebandowan Lake materials and supplies could be conveyed in scows which had been provided for the purpose.

In order to better understand the measures adopted for the progress of the expedition, it is necessary to have clearly in view the precise distance between Prince Arthur's Landing, Thunder Bay, and Ward's Landing is forty-one miles and seventy chains, of which a section of twenty-eight miles was practicable for horses and wagons on the arrival of the first detachment of the troops. But for the sake of lucidity in description, let the road be considered as ending at a place called the Mattawin Bridge, twenty-five miles from Thunder Bay, at what is the point to which the wagons in the first instance actually came. This wagon road was succeeded by a stretch of twelve miles, roughly opened to the Oskondage, and this, again, by a further section of four miles and seventy chains, ending at Ward's Landing. This latter was being cleared on our arrival. There were thus three sections of road more or less advanced, viz., twenty-five miles of wagon road, followed by twelve miles of what is known in such cases as oxen road, and four miles and seventy chains of road under process of being opened, in all, forty-one miles and seventy chains.

From Thunder Bay to the Mattawin Bridge it is, as stated, twenty-five miles by road. Between the mouth of the Kaministiquia and said point it is forty-five miles by river, presenting, in this distance, twelve miles of quiet water and thirty-three miles of shallow rapids, with falls occurring at intervals. The channel of the river, except in the short navigable sections, is exceedingly rough, paved in some instances with boulders of all dimensions and shapes, and in others with sharp schists set on edge. There is little or no danger to men ascending these rapids, but every risk to boats. To drag them up is a mere matter of brute force, but to save bottoms and keep from being torn to shreds requires great care, and the greatest care cannot prevent them from being seriously damaged. Although the risk to life is small, the labor of dragging boats over the rocks and stones,

which afford but an insecure footing, is excessive and otherwise disheartening to the men.

From the Mattawin Bridge to the Oskondage the distance, by the road as already shown, is twelve miles, by the river it is twenty-two miles. From the Mattawin Bridge upwards for a distance of about two miles to a point called Young's Landing the river is navigable; proceeding upwards from that point a series of rapids is encountered, perhaps the most difficult that boats were ever forced over. These continue for eight miles, and on this section none but experienced voyageurs can attempt to pass with boats. The last rapids referred to end at a point called Brown's Lane, or Cruldron's Landing, and from thence to the Oskondage, upwards to Ward's Landing, four miles and seventy chains, boats and all material were conveyed by wagon. The total distance from Thunder Bay to Oskondage, by land, was thirty-seven miles, by the river between the same points was nearly seventy miles. These descriptions, though tedious, are necessary to the full understanding of the measures adopted for sending forward boats and men.

In the memorandum submitted by me to the military authorities, I had pointed out the fact that boats and supplies could at once be sent forward as far as the Mattawin Bridge, and while this was being done it was my intention to have set all the available force of workmen and voyageurs to improve and open the unfinished sections of the line beyond that place, and I may here remark that this was, beyond any question as events proved, the proper course to have adopted. It would have saved a waste of outlay, and have enabled the expedition to reach Shebandowan earlier than it did. A few days after the arrival of the first detachment of troops the experiment of sending the boats forward by wagon was tried, and it succeeded admirably. The wagons were arranged by means of long reaches, that is, poles of sufficient length to admit of the forward and after wheels being put as much as eighteen feet apart, the boats were placed bottom upwards on the wagons, the gunwales resting on blocks fitted to receive and support them, and in this way twenty-eight boats were sent forward to the Mattawin Bridge, the horses making the return trip in three days, and in one instance two days. Here then was proof positive that boats could easily be sent forward by wagon. But the means of transport were at this time limited, and instead of increasing them, as might easily have been done, the boats were ordered to the river by the Commandant of the Field Force. The distance as already shown from Thunder Bay to the Mattawin Bridge is,

by land, twenty-five miles, and by water, forty-five miles. The road was practicable, and the river for a distance of thirty-three miles presented a series of stony rapids, with frequent portages on rough and rocky ground. In order to ascertain how the boats would stand the strain to which they must of necessity be exposed, in such circumstances, four flat scows, and two strong carvel boats were sent up, manned by eighteen of the most experienced of the voyageurs, and a company of soldiers. After seven days of the most unceasing toil they had only reached the Kaministiquia Bridge; it was one continuous pull in flat and rocky rapids. On arriving at the latter place the boats, strong as they were, were found to have been sadly torn and scraped in the rapids, and had to be immediately placed in the hands of the builders for repairs. The scows having been built specially with a view to such work were, of course, little damaged.

While the boats were being dragged thus tediously over the rough rocks of the Kaministiquia and Mattawin Rivers, operations were going forward on the road. The wagons, at first very limited in number, were gradually coming forward, and stores were accumulating at the Mattawin and Oskondage. Except on two occasions after two days of heavy rains, as far as the Mattawin Bridge, the road was kept in good condition. From there to the Oskondage it was in bad state no doubt, but never so utterly bad that a yoke of oxen could not take a wagon with eight to twelve hundred weight over it, and horses with wagons as well as oxen passed frequently to that point.

The principal part of the workmen who remained at my disposal, over and above the numbers engaged in the channels of the rivers, were placed at convenient intervals along the route, west of the Mattawin Bridge. Several companies of the regular troops were stationed in the first instance at various places requiring repairs, east of that place, and were afterward removed to Brown's Lane, and the section west of the Oskondage. It must not be supposed, however, that we had the whole army at work on the roads. On the contrary, the main body of the military force remained at Thunder Bay until after General Lindsay's visit, when they were moved forward to Mattawin.

The experiences they had had on the fortifications at Quebec rendered them quite expert at the use of the implements required, more especially in grading, and their officers did what lay in their power to urge the work along.

It would give me pleasure to single out the names of those who were the longest associated with me in so arduous an undertaking, but where all distinguished themselves and worked with

equal earnestness it might appear invidious. There are young men in Canada who would have derived a salutary lesson from witnessing the exertions of both the officers and the men. Young gentlemen, some of them heirs to broad acres and titles, did not disdain to lay their shoulders to the charred logs nor think it unbecoming to like their work. If with such aid in that part of the work to which the soldiers were more particularly accustomed, I had had the hundreds of voyageurs, absent on the rivers, as I had anticipated they would be at my disposal, to send with their axes along the western sections of the road, the road would quickly have been opened and boats and supplies might have passed by wagon to Shebandowan.

The rains which prevailed through the greater part of June proved to be a serious drawback to operations generally. The section of the road, more especially between the Mattawin Bridge and the Oskondage, running as it does through a region of red clay, became badly cut up, and a great deal of corduroy became necessary—still the work went on with but little interruption, until the occurrence of the great, and I believe unprecedented, flood of June 30, which fairly stopped the passage of wagons for nearly two days, a culvert near the Kaministiquia was displaced, and a small temporary bridge, which had been run over the Sunshine Brook, was seriously damaged, while a simple temporary structure on the Oskondage had a narrow escape. These damages were quickly repaired and the work went on as usual.

At this time, June 30, when the roads were at their very worst, and boats, broken and leaky, were accumulating at Young's Landing, or being hauled from thence to the Oskondage, we had a visit from the Lieutenant-General commanding the forces. This highly distinguished officer went forward as far as Shebandowan Lake. The prospect was anything but encouraging, worse, in fact, than it had been up to that time, and I feared, as I heard it whispered some days previously, that the expedition was to be abandoned. Far otherwise was the result. His Excellency saw and judged of everything for himself. In two days from the date of his visit the Headquarters of the Field Force were moved forward to the Mattawin Bridge. New energy seemed infused everywhere, additional companies of troops were sent to work on the roads, and among these the volunteers from whom, up to this time, no aid had been received, except in making a few repairs in the vicinity of Thunder Bay. Bad as the roads were, wagons and artillery found their way over them, and stores began to accumulate at Ward's Landing.

Shebandowan Lake was at last within reach, and though the pelting rains came down at intervals the weather had on the whole improved. Ward's Landing is about three miles from Shebandowan Lake, and the river in this distance presents a series of shallow but not difficult rapids, so that the stores were easily sent forward in flat scows run partly by voyageurs and partly by soldiers. To facilitate the loading of boats and embarkation of troops at Shebandowan Lake a small wharf had been run out at a sandy bay close to its outlet. At this place stores were rapidly collected, and the boats after their severe bruising in the Kaministiquia put in order for the long journey to the West, by boat builders who had been brought forward for the purpose.

Before proceeding further I might call attention to the arrangements which had been made for the journey in boats.

On reference to the memorandum on the preceding page, it will be seen that it was proposed, in the first instance, to man every boat with three voyageurs, besides soldiers, so with each brigade of five boats there might be fifteen practiced men for running the rapids. It was found necessary, however, that although the boats would carry quite as much dead weight as had been anticipated, they had barely sufficient stowage capacity for the numerous articles that had to be put into them. I therefore recommended the commanding officer of the field force to make the number of boats in each brigade six instead of five. This was agreed to, and it was furthermore arranged that the number of voyageurs accompanying each brigade would be twelve besides a pilot, making thirteen in all.

SHEBANDOWAN LAKE TO FORT GARRY. At sunset on the evening of July 16, the Colonel commanding the 60th Rifles, Colonel Fielden, set out from McNeill's Landing, Shebandowan Lake, with a fleet of seventeen boats, and by 10 a.m. on the following morning was at Kashaboive Portage.

This being the first detachment of the force, which had been dispatched, I accompanied it for a short distance in order to ascertain how the arrangements which had been made would meet the test of actual work on the portages. If I had had any apprehension on this head, it was quickly removed, for no sooner had Colonel Fielden landed them with his officers, men and voyageurs, he set immediately to work to get the stores and artillery across. I had placed a force of voyageurs on this portage a few days previously to lay it with skids. Taking some of these voyageurs with me, I proceeded to the Height of Land

Portage in order to make some necessary arrangements for getting the boats up a little brook which connects Kashaboiwe Lake with the summit pond, and having effected this I returned on the following morning to Kashaboiwe Portage. In the meantime Colonel Fielden had made such good progress that all his stores and most of his boats were across, and in an hour or two he would set out for the Height of Land Portage, and be over it on the evening of the next day.

These two portages, the Kashaboiwe and Height of Land, are the longest on the route, being respectively three-quarters of a mile, and a mile in length, equal to the one-fourth part of the aggregate length of the portage between Shebandowan Lake and Winnipeg. If, therefore, Colonel Fielden could in two or three days get over a fourth part of the entire distance to be accomplished on land, it was easy to calculate at least to a few days the time at which the force would reach the Red River Settlement, for the route is remarkable in so far as that between the portages there are no impediments to speak of, or difficult rapids to be encountered. With such a vigorous and active leader as Colonel Fielden in advance there could be now no doubt that the expedition was a success.

As I was proceeding back to McNeill's Landing I met a messenger with the following note, which will at least serve to show how difficult it was for me to absent myself for a moment from the scene of the principal operations at this time.

McNeill's Bay, Shebandowan Lake.

Dear Mr. Dawson:

I have been obliged to start off Captain Buller's brigade without either voyageurs or guides; the former were ready with the exception of their cooking utensils, which had not turned up. Of the latter Mr. Graham knew nothing. I inquired of Mr. Hamil and he told me there were no Mission Indians here. I have to look to you for both voyageurs and guides. This is only the second day of the operation and yet neither are ready. I have ordered Captain Buller to halt on the first portage until I can send him both guides and voyageurs. Please send me word what I am to do. The carts are all here also, waiting for your men to take them on to the portages.

Yours very truly,

C. J. WOLESLEY.

I had been hardly two days absent, and here were things already in a mess. I at once furnished the brigade with a guide

from the crew I had with me, and soon afterwards met the voyageurs in a boat hurrying after them, so that they "had not to halt on the first portage." The men excused themselves by saying that as it was Sunday, they did not know that they had been expected. I however took measures to prevent any ground for such complaint arising in the future.

At this time the voyageurs were by hundreds within easy reach of Shebandowan Lake, engaged in dragging boats to the Oskondage or in scows carrying stores from Ward's Landing to McNeill's Landing, and had only to get warning to be in readiness at once. But I had extreme difficulty in getting guides, the Indians as already shown having had enough of the Kaministiquia. There could, however, be no difficulty in reaching the Height of Land Portage, with the aid of a map, and at the latter place I had met some Indians who had engaged to pilot the brigade in Lac des Mille Lacs as soon afterwards a few of the Fort Indians rejoined us. But even among the Indians there were few really well acquainted with the route. It had been long abandoned as a line of traffic, so with the exception of such as had gone on voyages to Fort Frances, and the number was limited, it was known only to a few wandering families of hunters, and fortunately these came to our aid, when we needed them.

On returning to the camp at Shebandowan Lake, I found Col. McNeill, V.C., most actively engaged in organizing the force, arranging stores and sending off boats. I had stationed at this point, Mr. Graham, who displayed great energy in arranging the boat outfit, getting the boats repaired, and organizing and telling off the voyageurs, for the different brigades.

Rapid progress was now being made, Col. Fielden in advance was leading the way to the Interior, and Col. McNeill, who showed a most extraordinary faculty for making order out of chaos, was sending off brigades as fast as stores and outfits arrived from Ward's Landing.

At this time wagons were coming through from Thunder Bay to Ward's Landing. The voyageurs were most on the river between Young's Landing and Oskondage, but were bringing the boats forward rapidly, and a few additional Indians came up from the Mission to act as guides.

Matters being in this favorable condition, I went again forward with a light canoe, and overtook Col. Fielden on the evening of July 26, at Deux Rivières Portage; most of his stores and boats were already over, and in eight days more

he would be at Fort Frances. He had crossed the following portages:—

Kashaboiwe.....	60	Chains
Height of Land.....	1	mile
Barril Portage.....	16	“
Brule Portage.....	20	“
French Portage.....	25	“
Pine Portage.....	30	“
Deux Rivieres.....	32	“
<hr/>		
Total.....	3	miles 23 Chains

Col. Fielden, with the advance, was now fairly over the most difficult section of the route. In nine days he had gone one hundred miles, and crossed seven portages, the aggregate length of which was considerably over a third part of the total and carriage to be encountered, and the route more open and frequented. In order that this gallant officer's merits may be better understood, it is but fair to explain that when he set out from Shebandowan Lake, the most skilful of the voyageurs were still engaged with the boats in the channel of the Mattawin. I had therefore to supply him with voyageurs, who, although strong and accustomed to roughing it in the woods, driving logs, and so forth, were nevertheless not considered equal to many of the others in the management of the boats. But they were excellent axemen, and on them fell the work of opening the long abandoned portages between Lac des Mille Lacs and Sturgeon Lake, for the necessity of keeping so many men on the river, combined with the defection of the Indians, had prevented me from sending voyageurs very far in advance to improve the portages. I had however sent an additional number with Col. Fielden, over and above those required for his boats, to aid in this work, and on reaching Deux Rivieres, I sent forward a crew of picked voyageurs to man the rapids on the Maligne, the next after Deux Rivieres Portage, and at these rapids they remained until all the boats were run past.

Having made this arrangement, I again left Col. Fielden with the satisfaction of knowing that the Expedition was being virtually led by an officer fully equal to the task.

On 29th of July I was again at Shebandowan Lake, and there was now further work to be provided for, as will be seen from the following correspondence:—

CAMP, WARD'S LANDING, July 19, 1870.

SIR:—Referring to a conversation I had with you some days ago, at the Mattawin Camp, when I told you that the boats would not hold as much as I had been led to expect, I have the honor to inform you that I have acted on the suggestion then made by you of sending an extra boat with each brigade, with everyone embarked in it.

I shall have twenty-one brigades as far as Fort Frances, and 30 from there to Fort Garry, up to the former place. I shall therefore require 126 boats, and from thence on only 120.

As by this arrangement I shall make use of 252 voyageurs, I have to request you to kindly inform me whether you can send forward the supplies noted in the margin to Fort Frances, after the last detachment of troops have embarked at Shebandowan Lake, by means of the boats and voyageurs left behind and, if so, the date that I may depend upon having them at that post. I have to add that the sooner they can be sent there the better, as it is important that I should have this reserve close behind me when I enter the Province of Manitoba.

C. J. WOLESLEY.

WARD'S LANDING, July 20, 1870.

SIR:—I have the honor to acknowledge the receipt of your letter of the 19th inst., and in reply beg leave to say that, with the boats and voyageurs to be left at my disposal, I can send forward the supplies you mention from this place to Fort Frances by the 15th of Sept. next. The following will be required for rations for the voyageurs while engaged in this service: 150 half barrels of pork; 150 half barrels flour; 40 bags peas or beans; 7 chests tea. The boats now remaining at Thunder Bay will of course be brought forward to this place by the military transport. I would also require the use of six yoke of oxen for transport on the portages, with a quantity of hay, oats or ox food, proportioned to the time they should be so used.

S. J. DAWSON.

COL. WOLESLEY, Comm. Red River Field Force.

I may here remark that instead of 252 men, the Expedition was accompanied by 315 voyageurs, besides 185 engaged with reserve stores. The arrangement above detailed having been agreed to, as soon as the last brigade of boats with soldiers had

left McNeill's Landing, the reserve stores began to be sent forward from Thunder Bay. A number of boats which had been left at that place were also brought up by wagon, and it now became evident to all, that much time would have been gained and labor saved in the first instance by keeping the whole voyageur force on the road, making it at once practicable to wagons getting a sufficient number of these from Collingwood, and bringing forward boats and stores to Ward's Landing. To show how easily this might have been done, I might call attention to the fact, that at two o'clock on the afternoon of the 2nd of August, seven boats placed on wagons were sent off from Thunder Bay, and at sunset on the following evening were at Ward's Landing. How different was this from dragging them over rocks and stones in the bottom of a shallow stream. There was not a boat brought by the river that cost less than \$300 for transport, making on a hundred so conveyed, \$30,000, while on fifty-three brought by wagon, the cost did not exceed \$20 or \$25 each, and then, how very different was the condition of the boats, in the one case fresh and sound as when they came from the hands of the builder, in the other, torn and broken, with many row-locks, oars, and rudders lost or smashed and requiring repairs—in some cases very extensive ones—before they could be used.

The military having all left, the arrangements were quickly made for the forwarding of the reserve supplies. At this work, a small steam launch, which was prepared at Toronto, did good work. It was first used on Shebandowan Lake, but as the supplies were moved on, it was taken to Lac des Mille Lacs, and it saved the work of at least twenty men. With three full loaded boats in tow, it made fair speed and was only on one or two occasions wind bound for a short time. I may dismiss this subject by saying that by means of the voyageurs left behind the stores were taken to Fort Frances in good time. The first reaching that place on September 3rd, and the last on the 17th, besides some that were left, by order of the military, at Deux Rivieres Portage, to meet the troops as they returned from Red River.

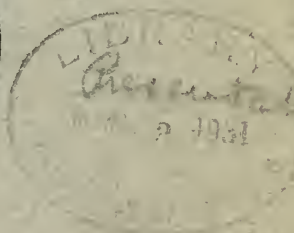
While the military are on their way to Red River, and the reserve stores following, a brief description of the line of the route as regards its general features may not be out of place.

Between the terminus of the Thunder Bay Road on Shebandowan Lake, and Lake Winnipeg, by the route followed by the Expedition is, in round numbers, 488 miles. In this distance are three sections differing materially in general character.

The first, known as the lake region, commences at the end of the Thunder Bay Road, and ends at Fort Frances. The distance between these points by the route followed by the Expedition which went round by Loon Lake to avoid the rapids at Sturgeon River, is 208 miles, and by the more direct route usually travelled, 190 miles. This section presents a continuous series of lakes, separated by short portages, except in one instance, where there is a stretch of eleven miles of river, sometimes called the Maligne. It was to the rapids in this stretch that I had sent a picked crew of voyageurs to be in attendance when the boats were passing, and run them down. In all other places the work to be done consisted merely in carrying baggage and supplies and hauling boats from one quiet sheet of water to another. The aggregate length of the portages between Shebandowan Lake and Fort Frances is precisely three miles and seventy-six chains; the two first are the longest, namely, Kashaboiwe and Height of Land Portages, and these are, respectively, three-quarter mile and one mile in length. The other portages are very short, only three exceeding a quarter of a mile, and none extending to half a mile. There, then, is the labor the voyageurs and soldiers had to encounter in getting to Fort Frances, that is to say, they had to get their boats, ammunition, and sixty days' rations, the latter gradually getting less, over three miles and seventy-six chains of land, and row, or sail through some two or three hundred miles of water, where countless islands render the shelter so perfect that the highest winds could not stop them, while the breeze would often fill their sails and relieve them from the toil of the oar. The weight of the boats varied somewhat, those of the Clinker construction being from 650 pounds to 750 pounds, and the carvel from 850 to 950 pounds. With each brigade of six boats were from sixty-five to seventy-five strong men, voyageurs and soldiers. Ten men were quite equal to drawing a boat across a portage, but the crews joined together and hauled them across with great ease. The baggage and stores gave the most irksome work to the inexperienced soldiers, but it did not last long at a time, and after the toil involved in getting across a portage, they were soon again afloat and winding their way among labyrinths of islands. Sometimes mistakes occurred on the lakes, more especially when the sails were hoisted.

THE THUNDER BAY HISTORICAL SOCIETY

Eighteenth and Nineteenth
Annual Reports



PAPERS OF 1926-27 AND OF 1927-28

ORGANIZED IN 1908

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THUNDER BAY HISTORICAL SOCIETY

18th and 19th ANNUAL REPORTS

OFFICERS

Honorary President:

Right Honorable Sir George E. Foster

Honorary Patron and Patroness:

Mr. and Mrs. N. M. W. J. Mackenzie

President	-	-	-	-	-	Mrs. Peter McKellar
Vice-President	-	-	-	-	-	Mr. C. W. Jarvis
Secretary-Treasurer	-	-	-	-	-	Miss M. J. L. Black

Executive Committee

Mr. John King, Miss Robin, Capt. McCannel,

Mrs. G. A. Graham

Auditors

Mrs. C. W. Jarvis and Miss Pamphylon

TREASURER'S REPORTS

Receipts 1926-27

1926		
Nov. 1	—Balance in bank	\$43 90
	W. W. Vickers	5 00
	F. C. Perry.....	1 00
	Mr. and Mrs. McKenzie.....	3 00
	Capt. McCannell.....	1 00
	Miss Stafford.....	2 00
1927	Mr. V. G. R. Vickers.....	2 00
	Miss Black.....	1 00
	Mr. and Miss Copp.....	2 00
	Mr. and Mrs. McKellar.....	2 00
	Mr. and Mrs. John King.....	2 00
	Miss Robin.....	1 00
	Mr. and Mrs. C. H. Philpot.....	1 50
	Capt. McCannell.....	1 00
	Mrs. F. A. Sibbald.....	1 00
	Miss Pamphylon.....	3 00
	Mr. F. C. Perry.....	1 00
	Mrs. W. J. Hamilton.....	1 00
	Mrs. Kirkup	1 00
	Miss Weigand.....	1 00
	Mr. G. H. Armstrong.....	1 00
		<hr/>
		\$77 40
		<hr/>

Disbursements 1926-27

C.N.R. Express	\$11 14
Postage.....	2 00
Times Journal.....	6 30
Canadian Historical Association	10 00
Livery for carriage.....	5 00
	<hr/>
	\$34 44
	<hr/>

Receipts 1927-28

1927	Balance	\$42 96
	Mr. D. Smith.....	2 00
	Miss E. G. Jones.....	1 00
	Mr. and Mrs. McKenzie.....	1 50

1928

Apr. 2 Mrs. Copping.....	1 00
Miss Robin.....	1 00
Mr. and Mrs. A. F. Hawkins.....	2 00
Mr. and Mrs. G. R. Duncan.....	2 00
Mr. F. T. Duncan.....	1 00
Mr. and Mrs. John King.....	2 00
Dr. and Mrs. Stewart.....	2 00
Mrs. Sibbald.....	1 00
Miss Black.....	1 00
Mr. and Mrs. McKellar.....	2 00
Mr. and Miss Copp.....	2 00
Mr. O'Connor.....	1 00
Mr. and Mrs. Jarvis.....	2 00
Capt. McCannell.....	1 00
	<hr/>
	\$68 46

Disbursements 1927-28

Expenses in connection with Dr. Coyne.....	\$ 7 50
Advertising.....	4 80
Canadian Historical Association.....	5 00
	<hr/>
	\$17 30
Balance in bank.....	51 16
	<hr/>
	\$68 46

PRESIDENT'S ADDRESS

In this Annual Report of the Thunder Bay Historical Society, which I have the honor to present, it is my desire to outline or recall briefly, the principal items of interest which it has been our privilege to enjoy.

This year has been a signal one due to the Diamond Jubilee Celebration of Confederation of the several provinces of Canada into one Dominion and the attention of Canadians generally as well as that of our citizens locally was for months prior to the historical day centered upon this one great event.

Our Historical Society on this occasion was accorded an important and honored part in our city's demonstration. Our pioneer citizen, Mr. Peter McKellar, who was residing in this city at the time that Confederation of the Provinces took place, and who was the organizer and first President of our

Historical Society, together with several other members, drove in the civic procession, depicting the period of 1867. This particular feature, reminiscent of the early days was unique in character and was much appreciated by the citizens generally.

Several valuable historical papers have been presented at our meetings, and have contributed in no small measure to the interest and enjoyment of our members. These are being recorded permanently in our annual publication. We are indebted to the contributors of these splendid articles and our future citizens will also share this indebtedness for these.

We are pleased to note that another site of historical significance has been recognized by the erection at Pointe de Meuron of a cairn by the Historic Sites and Monuments Board of Canada, to mark the trail of the Indians in the years gone by. Through the generosity and co-operation of Colonel Young this has been made possible, and we trust that our Historical Society will succeed in the not distant future in having their efforts of years crowned with the erection of a monument marking the important site of the landing of the famous De Meuron soldiers who played such a decisive part in the historic development of Canada.

We deeply regret having to record the passing of one of our esteemed charter members, Miss Stafford of Port Arthur. Miss Stafford never failed in her interest in our Society and was always ready to give assistance as long as her health permitted. We also deeply regret the passing of Mr. W. W. Vickers of Toronto, who was always interested in the history of Fort William, and who penned some valuable contributions for our Society, two of which will be included in this year's annual report.

We have been pleased to receive some new members in our ranks, and we have benefitted much from their interest and kindly co-operation.

We are sorry indeed that Mrs. W. J. Hamilton, one of our pioneer members has seen fit to leave our midst to reside in Vancouver, but we feel assured that Mrs. Hamilton will always hold dear the interests and welfare of our Society.

And lastly, I wish to take this opportunity of expressing to all the members my sincere gratitude for their continued interest and kindly assistance in the work of our organization.

Respectfully submitted,

Carlotta S. McKellar,

President.

PETER McKELLAR

BY FLORENCE N. SHERK

I first saw Peter McKellar, pioneer mining engineer, explorer and geologist, on Wednesday, September 25, 1901, on the occasion of the Royal visit to Fort William, of the Duke and Duchess of York, now King George and Queen Mary. There were no florists in Fort William in those days, so the garden of the old McKellar homestead furnished the asters which Mr. McKellar held ready for presentation to the Duchess by Miss Edith Sellars.

As early as 1864, Peter McKellar was engaged by a company comprised of Messrs. Walbridge, Herrick and John McIntyre, to carry on mining explorations in the Thunder Bay district. John McIntyre, an officer of the Hudson's Bay Company, but acting for the mining company in a private capacity, with Mr. Herrick a surveyor had authority to purchase any locations recommended by Peter McKellar, who was to receive one third of the profits, the company's share being two thirds. Mr. McKellar took his two brothers, John and Donald into partnership. In 1869 he was placed in charge of the second party on the occasion of making the survey of Lake Nipigon, having been appointed to this important position by Dr. Bell, F.R.G.S., who was second in command of the Geological Survey, and next to Sir William Logan. At that time there was only one boat on Lake Superior, between Sault Ste. Marie and Fort William, and it took ten days for the round trip. Dr. Bell was rejoiced to find at the Head of the Lakes an expert geologist and experienced explorer to take charge of his second party. Dr. Bell was still more pleased when he learned that Peter McKellar understood quite well the operation of all the scientific instruments, while his knowledge of local conditions made him independent of the Indian guides. Under Peter McKellar the second party made a most successful survey of the Lake Nipigon District. In the following year Dr. Bell induced this versatile explorer to take charge of the survey of Black Bay, White River, Whitefish Lake, Little Pic River, and the Slate River, Dr. Bell taking the Big Pic, Long Lake and adjacent localities.

Mr. McKellar with his special education and training in surveying, mining, engineering and geology gained wide prominence in the west as a real pioneer in mining explorations on the north shore of Lake Superior.

In that region he discovered the first gold mine, the first silver mine, the Thunder Bay Silver Mine, and the Huronian Gold Mine. His partners John and Donald McKellar dis-

covered in the same region the first zinc mine, and the first iron mine, the Atikokan and the firm of McKellar Brothers made many other important mining discoveries.

Peter McKellar has been superintendent of the Huronian Gold Mine, 1882-84, superintendent of exploration and development work of the Toronto and Western Mines Development Company in the Seine River and Lake of the Woods District, 1897-98, and for many years engaged extensively in mining and real estate business in Fort William. He has travelled east, west and south in the United States, and knows Canada from Quebec to Victoria. In company with a party of members of the American Association for the Advancement of Science, he spent several months in Yellowstone Park, and the Hawaiian Islands, and has also travelled extensively in Great Britain, France, Italy, Switzerland, Egypt and Palestine. His literary work included many brochures on mining and geology, read before important meetings of scientific societies, one of these the Framework of the Earth, read before the annual meeting of the American Geological Society at Chicago in 1920, attracted the attention of scientists generally. His inventive genius has devised a rock breaker and pulveriser and a rotary engine.

His scholarship has been recognized by life membership in the London Geological Society, membership in the American Geological Society, the American Association for the Advancement of Science, and the Royal Society of Arts, London, and he has made many valuable contributions to the literature of those societies.

As a good citizen he has served as president of the Thunder Bay Historical Society for twenty years, as councillor in the municipalities of Thunder Bay and Shunish, as reeve and councillor in Neebing, as charter member of the original Kaministiquia Club, established in 1879, as well as in the reorganized club, and is a valued member of the Canadian Club and the Board of Trade.

Mr. McKellar was born in Middlesex County, Ontario, April 27, 1838, and though in his 90th year, is as hale and strong in mind and body as most men of seventy.

SHIPPING ON LAKE SUPERIOR

BY JAMES McCANNEL, MASTER, C.P.R. S.S. ASSINIBOIA

While Lake Superior, the greatest of our inland seas, was known to some of the Jesuit missionaries and early explorers, yet the development of the marine trade on the Lake took place at a later date than on the other lakes. The falls of St. Mary's was one of the principal obstacles with which the hardy voyageurs had to contend, necessitating unloading the canoes and carrying the freight across the portage, and re-loading them at the head of the rapids. The early settlers usually located along the shores of the lakes and rivers as this afforded the only means of transportation at that period, the railway not having yet come into existence. From the early days the canoe, batteau and York boat for many years took care of what little trade was offered. These finally gave place to the small sail boat and coasting schooners. With the increase of trade the dimensions of the vessels increased until in the early seventies there were registered on all our lakes upward of 1400 vessels of all descriptions, many of them models of architectural beauty and manned by as fine a body of sailors as the world ever knew. In 1816 the first Canadian steamer, the *Frontenac*, was built and launched on Lake Ontario, and for many years there was a rivalry between steam and sail. Finally the latter was slowly but surely losing ground and to-day there is only a handful of this proud fleet left. The first steamers were all of the side wheel type and they too gradually gave way to the propeller type.

The Indian traders from the west going down to Montreal with their furs often had pieces of native copper, which they stated came from the shores of a lake far to the west, but owing to native superstition would not reveal the locality from whence it came. In the summer of 1622 the French explorers Brule and Grenolle arrived at the Soo, and were the first white men that ever gazed on the broad expanse of Lake Superior. Later they were followed by Jesuit missionaries. In 1767 Alexander Henry, a fur trader who miraculously escaped Pontiac's massacre at Michilimacinae, being rescued by a friendly Indian, wintered at the Soo, and was the first white man who attempted to develop the copper industry of Lake Superior. He went to Mackinac in the spring, and happening to meet a Mr. Baxter, who had lately arrived from England, interested him in his reports about copper on this lake. They organized the first mining company on Lake Superior. Mr. Baxter left for England and succeeded in interesting several people of note in his mining scheme, among

cester, and others. Having returned from England in 1770, he and Henry wintered at the Soo, where they built a barge fit for the lake, and laid the keel of another schooner to carry about 40 tons. This early ship-yard was located at Point Aux Pins, about six miles above the rapids, where to-day is located one of the most ideal summer resorts to be found on the lakes, and often as the steamers pass up and down the beach is lined with a happy throng. Here at the same place Henry and Baxter erected an air furnace for smelting copper ore, being the first of its kind built in the Lake Superior District. Here also Baxter resided for a number of years, this spot becoming for a time a place of some importance. Schoolcraft, the authority on American Indians, about 1820 noted that at Point aux Pins was located a ship-yard of considerable importance where vessels were built for the fur traders. This pioneer mining company does not seem to have lasted very long, and the only trade carried on for many years afterward was by the different fur companies. Annually fleets of canoes passed up and down between Montreal and Fort William and to facilitate matters at Sault Ste. Marie the North West Fur Company built a small canal on the Canadian side in 1797, which was destroyed by the U. S. forces in 1814. About 1840 reports of copper on the south shore began to attract the attention of those who sought the yellow metal, and many prospectors were to be found who fitted out at the Soo for their trips in the wilderness. In many instances evidences were found where mines had been worked by some prehistoric race. A young geologist of much promise, Douglas Houghton, was sent up to do some exploratory work, but unfortunately he lost his life in October, 1845, near Eagle River by the capsizing of his sail boat. During this period several small steamers began to come up as far as the Soo with supplies which had to be transported across the portage and loaded on the small craft which carried it to its destination. McKnight and Company did a thriving business at the portage which began to increase rapidly and miners were at work along the Keweenaw Peninsula where to-day is located one of the largest copper industries in the world. The rapids at the Soo presented a barrier, and caused delay. Soon men of vision began to talk about building a canal which was not looked upon very favorably at Washington, and even the residents of the Soo were not in favor of it, as they realized that once the canal was constructed many of them would be thrown out of employment. Captain Averill of Chicago seeing that the handling of freight by sail on Superior was rather uncertain and slow, saw there was an opening for a steamboat, and in the early fall of 1845 arrived at the foot of the rapids with a small propeller Independence, which had on them His Majesty King George the Third, the Duke of Glou-

board the necessary equipment. Immediately he set to work to haul the vessel out on the land and had her moved over the portage on rollers, and launched above, the process occupying about seven weeks. The steamer was then loaded with freight and proceeded up the Lake, the ports of call at that time being Fort Wilkins, where a small garrison was maintained by the U.S. (This place is now called Copper Harbour), the next places being Eagle Harbour, Eagle River, and Lapointe on Madeline Island, where Father Marquette many years previously had established a mission, being the last port of call. Some time later, Ontonogan and Superior came into being. In the fall of 1853 the propeller Independence, shortly after landing on her last trip of the season, laden with freight and a few passengers, was destroyed by the boiler exploding and four men lost their lives, November 22. Thus ended the career of the first steamer that ever sailed on Lake Superior, and it was also the first steamboat disaster on that Lake. In all, seven side-wheel steamers and propellers were transported around the rapids before the opening of the first American canal in 1855, namely the Independence, Julia Palmer, Baltimore, Sam Ward, Manhattan, Monticello, and Peninsular. I have heard it said that the Julia Palmer made a trip around the north shore of Lake Superior as far as Fort William. Of this event we have no authentic record. Perhaps some day some old Hudson Bay records may come to light to verify it, for it is not likely that such an important event as this would pass by without some mention being made of it.

The work on the canal on the U.S. side was at last undertaken, and on the 18th of June, 1855, the first steamer, the side-wheeler Illinois, under the command of Captain Jack Wilson, passed through the locks, bound up, and it has the honor of making the first trip from the lower lakes to Lake Superior. This popular captain had sailed steamers on Superior prior to this, and unfortunately a few years later lost his life on the ill-fated steamer Lady Elgin, when she was sunk by the schooner Augusta and 289 people lost their lives.

We shall now direct our attention to the marine interests on the Canadian side of Lake Superior as this was the original purpose of this paper. In looking through the canal records we find that the first Canadian craft to lock through was the small schooner Isabel, Captain Tozen, master in the season of 1856, paying the minimum toll of \$5.00. The Northwest Territory at this time was little known to the people of Canada, outside of the Hudson Bay Company. The Dominion Government set aside an appropriation and organized and sent out a geological expedition under Professor Henry Yule Hind to survey a wagon road from Fort William to Fort Garry, and

report on the natural resources of the country. This expedition left Toronto July 23, 1857, and next day boarded the side-wheeled steamer Collingwood, (formerly named Kaloolah), Captain McLean, master, and sailed for Fort William. This steamer passed through the canal July 27, and was the **first registered Canadian steamer that ever sailed on Lake Superior**. It arrived outside the bar at Fort William, 4 p.m. July 31st and anchored. On August 1st the members of this party landed, 44 in number and the steamer departed for Collingwood. This side-wheel steamer was built by Bidwell and Banta of Buffalo to the order of Alex. MacGregor of Detroit, and was purchased by Canadians and put on the route from Sturgeon Bay to Sault Ste. Marie, Capt. MacGregor, Master. Before the O.S. and H.R.R. was opened to Collingwood in 1855, the route by Holland Landing, Orillia and Coldwater had been used by travellers, and stages connected with Sturgeon Bay, where docks and immigrant sheds were built several years prior to that year. But when Collingwood was selected as the terminus of the railway, this steamer then ran from that port to the Soo, till the close of 1857. While on this run the steamer was sailed by Captains McLean and Butterworth. In 1858 and afterward this steamer was running on Lake Huron and while trying to release a vessel ashore near Saugeen went ashore and was totally wrecked in August, 1862. When operating on Lake Huron she was again known under the former name of Kaloolah.

In 1858 some Toronto merchants bought the twin screw propeller Rescue, in Buffalo, built in 1855, by Bidwell and Banta, and fitted her up to engage in the Lake Superior trade, having secured the contract to carry the mails for the Red River settlements. This steamer under the command of Capt. James Dick, (a family well known in marine circles on Lake Ontario) left Collingwood at 10.30 a.m. July 12, 1858, with passengers and mail on her first trip to Fort William, and anchored outside the bar, at 7.00 p.m. on the 15th. The following morning they sailed down to Grand Portage, where Captain Kennedy, along with two Indians took charge of the mail and in a birch bark canoe conveyed it to its destination over the old trail, formerly used by the North West Fur Company. This trip of the steamer Rescue was the beginning of the great North West trade which we have today. The ports of call on the north shore of Lake Superior of that time, like those on the south shore, are not used to any great extent nowadays. After leaving the canal, steamers called at Point Aux Pins, Batehewana, Mamaise Mine, Michipicoten Harbour, the Pic, Red Rock (Nipigon) and Fort William, and at a later period Silver Islet and Prince Arthur's Landing. There were

no docks at that period. Vessels usually anchored and the freight was transferred to shore by small boats and scows. In 1860 when the Prince of Wales, afterwards King Edward the Seventh, visited Collingwood this steamer was chartered to convey the Royal Party on a trip around the bay. During the Fenian Invasion, in 1866, she was doing patrol duty on the lakes. In 1863 from canal records this steamer made two trips to Fort William, for a number of years being engaged in towing on the lower lakes, and finally was dismantled on the St. Lawrence in 1874.

In the season of 1859 an opposition steamer appeared on the scene, the side-wheel steamer Ploughboy, being brought from the river and Lake Erie trades. One of the principal owners was a member of Parliament, and whatever methods were adopted to wrest the mail contract from the other steamer, we know not, only it gave rise to much criticism on the floor of the House at a future date. This steamer also was transferred to the Lake Huron run from Sarnia to Saugeen, calling at intermediate ports. The Ploughboy was built at Chatham, Ontario, in 1851, and later the name was changed to the T. F. Parks, when it was used for towing purposes on the lower rivers, and finally burned at Detroit in 1870.

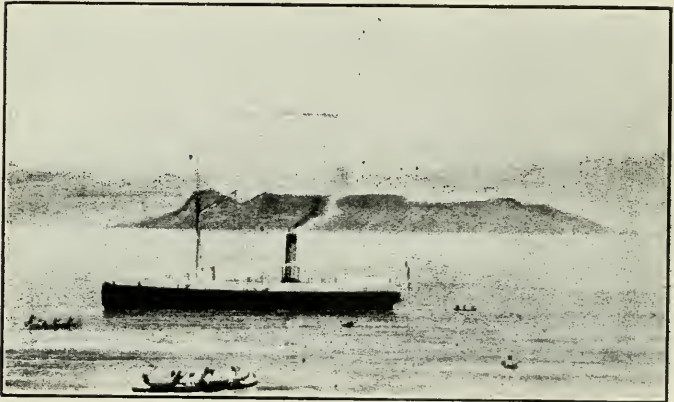
In 1864 another steamer owned by Carruthers of Toronto arrived at Collingwood to engage in the Lake Superior trade under the command of Capt. Thomas Leach. Built at Niagara in 1840, for Heron and Diek, for the Royal Mail Service, and known as the City of Toronto, in 1861 the owners gave her to the Abbey Brothers of Port Robinson in part payment for a new vessel they were building, and it laid at that port for some time, finally disposing of her to Capt. Disten, who had her towed to Detroit, where she was completely rebuilt, and the name changed to Racine. In rebuilding, this steamer was remodelled, and instead of the clipper bow she appeared with a straight stem, and the main and mizzen masts were removed. In 1864 this steamer was again registered in Canada, under the name of Algoma, and passed through the Soo canal May 9th, on her first trip to Fort William, with passengers, mail and freight. Some time after this she was sailed by Captain Perry whose brother kept the light-house on Isle St. Ignace where there were some mining operations carried on. On the last trip of the season, he had intended to call and take his brother off, but owing to stress of weather, fuel and supplies running short, the captain decided to go in, and sent a wire to Duluth to have some of the Hudson Bay Company's men call for his brother. Unfortunately the latter, left alone, tried to make his way to Fort Wililam along the bleak barren shores of Superior. He never arrived, but some time afterward

his body was found frozen in the shore ice, partly mutilated, in a little bay west of Silver Islet, and the bay to-day is known as Perry's Bay. The last trip of the Algoma was in 1874, when along with some other boats she steamed out of Collingwood harbour, as an escort accompanying the Steamer Chicora, which was leaving there on a cruise of the Great Lakes, having Lord Dufferin, the Governor General and suite on board. On this occasion the Algoma was sailed by Capt. Dan Cameron, a member of a well known sailor family of that port. Being condemned for further service, she laid dismantled at the dock, was eventually burned, and drifted across to the west side of the harbour, where her remains lie buried in the sand. While engaged in the Lake Superior trade, she was sailed by Captains Leach, Perry, Symes and Orr, and many of the young men from Collingwood and vicinity commenced their sailing career on this boat.

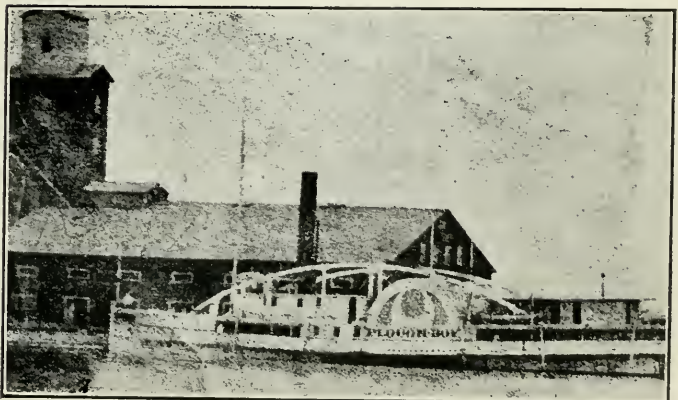
At Halifax, after the Civil War in the United States, there lay the famous blockade runner "Let-Her-B", built at Liverpool for the Bee Line. During that time, she made about eight successful voyages from some of the West Indian ports to Charleston, S.C. She was hotly pursued on one occasion by the fleet of the Northern States. The Atlanta and the Connecticut kept up the chase for 15 hours, although they finally gave it up, but not before considerable damage was done to the "Let-Her-B." Captain Coxetter, who claimed to have sailed her at that time, was a familiar figure around Port Arthur during the seventies, and with his wife lies buried at Savanne. The Milloys of Toronto bought this steamer, and brought her to Collingwood in 1868, to go in the Lake Superior trade. They had a part cabin built for the accommodation of first class passengers. This steamer was built of iron, having most graceful lines, with two long rakish funnels placed fore and aft giving her a smart appearance, and for that period she was considered very fast. In order to pass through the canals, she was cut in two, and joined at Buffalo, and ran from Collingwood, Fort William and Duluth from 1869 until September, 1875. For a couple of seasons she laid in ordinary, when she was again towed to Buffalo, cut in two, and taken to Lake Ontario. This same Steamer Chicora, for many years ran from Toronto and Niagara. Now she is used as a tow barge around Toronto and the name was changed to Warrenko. In 1870 the Chicora was one of the steamers that carried Lord Wolsley's Expedition to Fort William. The captains who sailed her, were MacLean, Trip, MacGregor, and Orr. Captain William Manson was in charge when she was taken to Lake Ontario in 1877, and for several seasons this promising young man was first officer on her. He died in Toronto in 1878.



The Steamer Collingwood on a rock near Michipicoten Island, Lake Superior.
(Steamer Kaloolah)



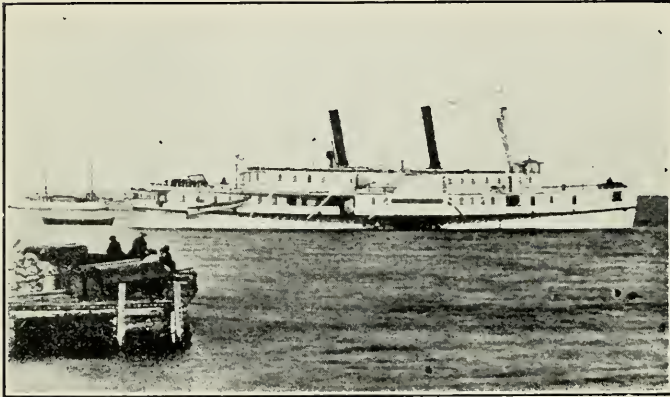
RESCUE



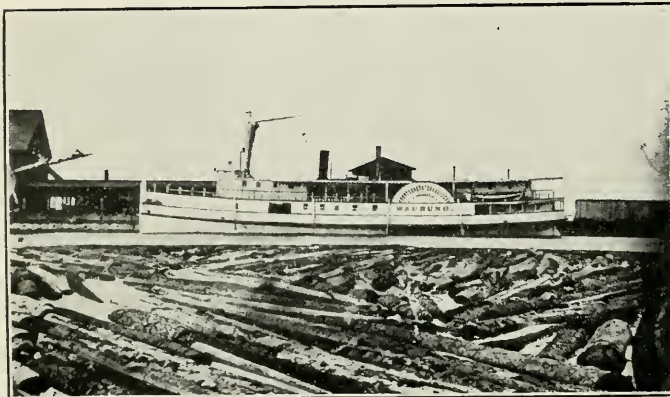
PLOWBOY



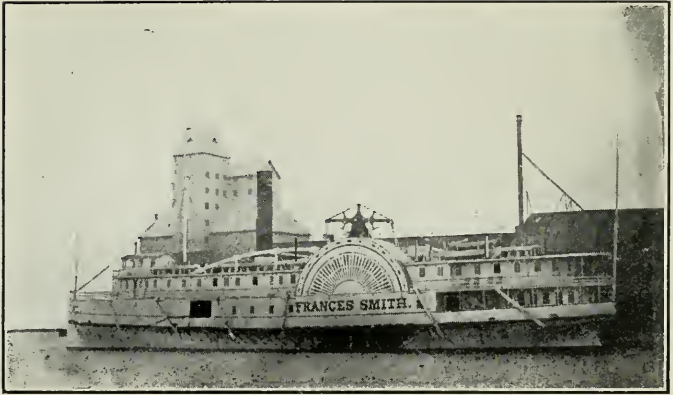
ALGOMA



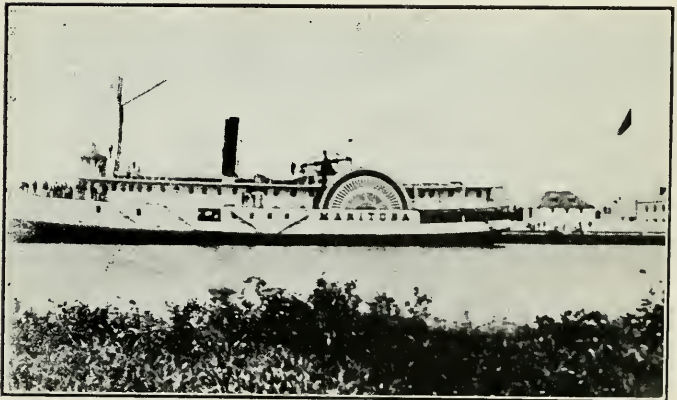
CHICORA



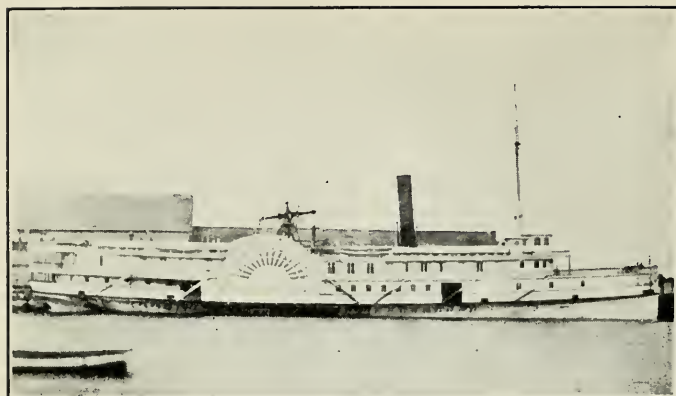
WAUBUNO



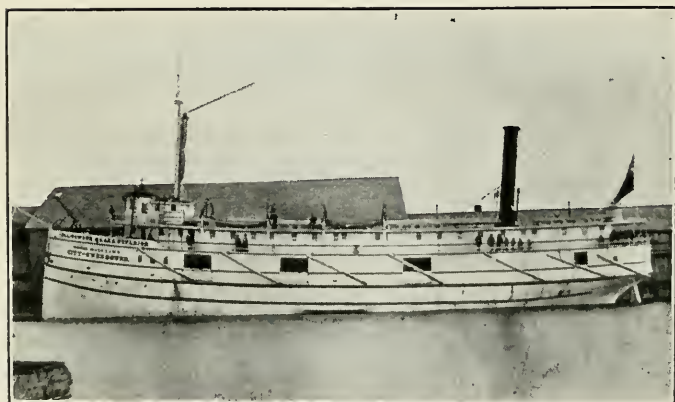
FRANCES SMITH



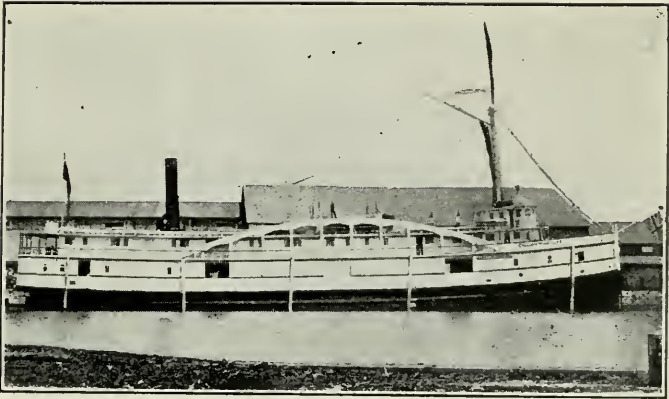
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CUMBERLAND



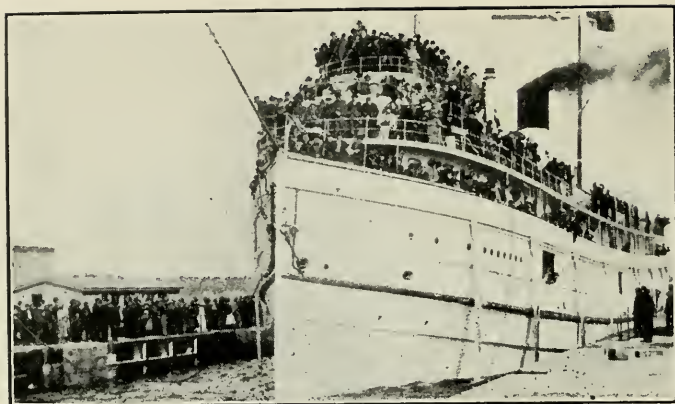
CITY OF OWEN SOUND



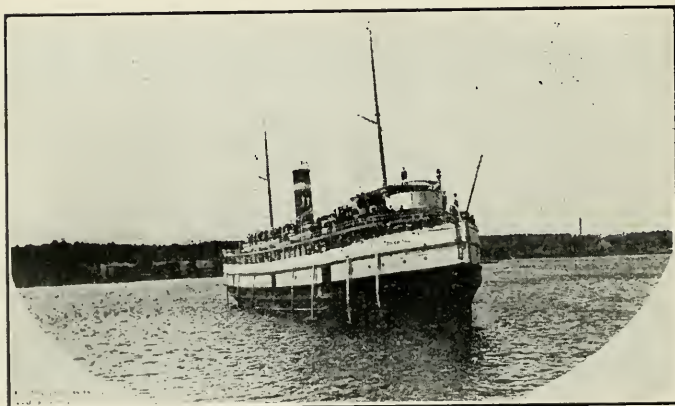
CITY OF WINNIPEG



CAMPANA



MAJESTIC



CITY OF COLLINGWOOD

The side-wheel Steamer Waubuno was built at Thorold in 1865 for the Beatty Brothers, for the Georgian Bay trade from Collingwood to the Soo, and was sailed by Capt. J. B. Symes. On August 8th, 1867, the Waubuno passed through the canal on her first trip to Lake Superior having the Dawson party on board, Mr. Dawson established the famous Dawson route from Port Arthur over which the Wolseley Expedition travelled in 1870 on their way to Fort Garry. Some years after this the little steamer made several trips to Fort William and was sailed by Captain P. M. Campbell. On November 22, 1879, the Waubuno foundered in the Georgian Bay while on her last trip of the season between Collingwood and Parry Sound, all on board being lost. Captain Burkett was the commander.

In 1867 the Frances Smith was built at Owen Sound for the Georgian Bay trade, was one of the finest equipped steamers at that time on the Lakes, and was sailed by Captain Smith. Her first appearance at Fort William was during the Red River Rebellion in 1870, when she carried supplies for the Wolseley Expedition along with the Algoma and Chicora. The Smith was sailed for many years by Captain Tate Robertson of Owen Sound. She traded to Fort William and Duluth until 1887 and was purchased by the Georgian Bay Transportation Co., now the Northern Navigation Company. The Smith's name was changed to the Baltie, ran from Collingwood to the Soo and Mackinac for several seasons; in 1893 she ran to Chicago, and latterly went by the fire route at Collingwood in 1896.

The ever increasing trade passing through Collingwood to the Head of the Lakes required more ships, and two fine side-wheel steamers were built at Port Robinson in 1871, namely, the Manitoba and the Cumberland. The Manitoba under Captain Symes made four trips that fall to Fort William, and the following year she was added to the Sarnia Line just begun from that port. Owing to the bar at the mouth of the Kaministiquia River, all steamers anchored outside, but in 1873 a narrow channel was dredged through this obstruction and on August 16th, 1873, the Steamer Manitoba under the command of Captain Symes entered the Fort William harbour, and tied up at the Hudson Bay Company's dock. This was the first steamer that entered the Fort William harbour and the only person, so far as I know, who sailed on her at that time, (1889) and now living, is Captain John McNabb, now living retired at Sarnia, who was first officer in 1873. While on the Sarnia Line she was wrecked on Lake Huron. Being released and rebuilt the name was changed to Carmona. Running on various routes until 1900, she was cut in two at

Collingwood, and lengthened, and her name was changed to Pittsburg. For a couple of seasons she ran from Toledo to the Soo, and was burned at Sandwich at the close of the season of 1903.

The Cumberland was wrecked on Rock of Ages, in August, 1876, grounding during a dense fog, Captain Parsons being Master.

The propeller, City of Owen Sound, was built at that port in 1875, as a steam barge during the winter of 1876-77. Cabins were built on her, and under the command of Captain John Kenney she passed through the Soo, May 9th, 1877, with passengers and freight. In 1878 she was sailed by Captain McNabb until the close of 1883. In 1884 she was abandoned on the north shore by the crew, and the following spring, was released, overhauled and sailed by Capt. La France until she went down near Clapperton Island, Oct., 1887. Sometime afterward she was raised, converted into a steam barge, her name changed to Saturn, and was finally lost on Lake Huron. This steamer was well known to the people around Fort William.

In 1878 the Steamer Annie L. Craig was purchased from the United States owners and the name changed to the City of Winnipeg. Along with the Owen Sound and the Frances Smith the three were known as the Collingwood and Lake Superior Royal Mail Line. The Winnipeg was built at Gibraltar, Mich., in 1870, and like most of the U.S. steamers of that period, had high wooden arches on both sides. On July 19th, 1881, this steamer was burned at Duluth when three members of the crew lost their lives. Captain Kennedy was Master. To replace this steamer the owners Smith and Keighly bought the Steamer North in London and brought her to the Upper Lakes. She was cut in two to pass through the canals, and when she arrived in Collingwood in Nov., 1881, she looked like an ordinary ocean tramp steamer—no basin, two spars, sails bridge and funnel amidship. The twin-screw Steamer North was built in Glasgow by Aitkin in 1873, for the South American cattle trade, and for some time was owned in Cape Town, South Africa. The name of this steamer was changed to Campana, and during the winter, a full cabin was put on her in Owen Sound, when she entered the Lake Superior trade in the spring of 1882, under the command of Captain E. B. Anderson, and was considered the finest passenger steamer on the Lakes. In the fall of 1883 this staunch steamer encountered one of the heaviest gales known on that lake. The cabin was stove in both forward and aft, flooding the cabins. Captain Anderson and Mate Alex Cameron were badly injured by the sea, and to save the vessel, as she was loading up with ice, crew and passengers began to jettison the cargo.

Under the command of the second mate, Hans Halverson, the steamer was brought into Michipicoten Harbour. Hans was a well known figure around Fort William and died there a short time ago. This was probably the hardest time the Campana ever had. With the coming of the new C.P.R. boats in 1884, and having direct communications to the west, the Collingwood Line seems to have gone out of business a few years afterward, and for a time the Campana was chartered by that line. In 1893 she ran from Toronto to Chicago, and latterly on the St. Lawrence River, but finally broke in two on the Wye Rock, in 1912.

In 1898 two new passenger steamers ran from Collingwood to Fort William and Duluth, namely, the *Majestic* under Captain P. M. Campbell, and *City of Collingwood* under Captain James Bassett. The latter steamer was built in Owen Sound in 1893, and in that year ran to Chicago. The *Majestic* was built at Collingwood in 1895, and ran to the Soo. The companies amalgamated and for some time these steamers ran to the Soo and Mackinac. The *Collingwood* burned at Collingwood, in 1905, when three or four lives were lost, and the *Majestic* burned at the dock at Sarnia in 1916.

In this paper, the writer has dealt principally with the Collingwood and Lake Superior Line as it was the pioneer steamer line to open up and develop the trade from the east to the Northwest Territory and laid the foundation from a small beginning with the little steamer *Rescue* to the enormous trade we have to-day. It is interesting to compare her carrying capacity with the Steamer *Grant Morgan*, now named the *Donnacona*, a vessel 625 feet in length. There are a few persons living who have seen all this development take place on the route. The grand old man of Fort William, Peter McKellar, was a passenger on board the Steamer *Illinois*, on her second trip to Lake Superior after the opening of the Soo Canal in 1855, bound for Ontonagon, Mich., where the family spent a few years. Leaving there with his father and brother they crossed Lake Superior in a 25 foot sail boat. At Collingwood is another man named John Wright, over 90 years of age, who as a young man sailed on the Steamer *Ploughboy* for some time.

Too much praise cannot be given to the pioneer ship masters who blazed the trail, for in earlier years not a single spar buoy, or gas buoy marked the dangerous shoals. The only light-house they saw on the whole trip was Whitefish Point light, forty miles above the Soo. In 1859 the light-houses on Nottawasaga Island, Griffith Island, and Cove Island were put in operation on the Georgian Bay. When looking over the chart of the north channel there, you will see shoals named

after most of the early mentioned vessels indicating that at some time or other they found bottom, and it is not to be wondered at.

For the purpose of comparison between the early steamers and those of to-day I add a list of dimensions of all save one of the Collingwood and Lake Superior Line, from the side-wheel steamer Collingwood which was the first to go up that lake, down to the City of Collingwood, the last of that line.

COLLINGWOOD AND LAKE SUPERIOR LINE
1857—1898

Name	Rig.	Where built	Year	Length	Beam	Depth
Kaloolah	Side-wheel	Buffalo	1853	188'	25'	9'11''
Collingwood						
Rescue	Propeller	Buffalo	1855	121'5''	22'9''	10'
Ploughboy						
T. F. Park		Chatham				
City of Toronto	Side-wheel	Niagara	1840	163'	22'	11'
Algoma						
Waubuno	"	Thorold	1865	135'	18'3''	7'
Let Her B.						
Warrenko	"	Liverpool (G.B.)	1864	221'	26'	10'9''
Chicora						
Frances Smith	"	Owen Sound	1867	181'8''	27'9''	11'9''
Baltic						
Cumberland	"	Pt. Robinson	1871	204'5''	26'	10'7''
Manitoba, Carmona ..						
Pittsburg	"	Pt. Robinson	1871	173'	25'	11'
City of Owen Sound						
Saturn	Propeller	Owen Sound	1875	172'	31'	13'
Annie S. Craig						
City of Winnipeg	"	Gibraltar	1870	184'	31'5''	12'2''
North, Campana						
Majestic	"	Glasgow (G.B.)	1873	240'	35'	13'
City of Collingwood						
	"	Collingwood	1895	209'		
	"	Owen Sound	1893	213'		

HISTORICAL SKETCH OF THE
FIRST PRESBYTERIAN CHURCH, FORT WILLIAM
(The first Protestant Church in Fort William)

BY REV. D. McIVOR

Fort William itself was named after William McGillivray, who was in charge of the North West Fur Company in Montreal. The men in those days were well known Scotsmen, such as McKenzie, McBeth, Cameron. It was first named Fort William in 1805. In 1821 the Hudson Bay Company took over Fort William from the North West Company. The last Hudson Bay Co. factor was John McIntyre, a Scotch Presbyterian. There was no church in those days, nor any religious service. The first record of any religious service was that of Rev. Dr. Topp of Toronto who visited the Fort to hold service at the invitation of Mr. McIntyre between the years of 1856 and 1859, when divine services were held in the store. All irrespective of creed or class attended and the ordinance of baptism was administered.

The first Protestant missionary to the Lake Superior District was Mr. Vincent of Knox College, who was sent in 1870 to conduct religious services with the troops that were passing through at the time of the Red River Rebellion. He held services at Fort William and Prince Arthur's Landing, now Port Arthur, and at other stations along the route of march. In the fall of 1870 Mr. McFarlane, who was tutor to the McIntyre boys, preached at Fort William and Prince Arthur's Landing, and in the spring of 1871, a Mr. Cockburn succeeded Mr. Vincent, but soon left.

The Fort was dependent on anyone who came along to take up services. In 1873 Mr. McKeracher, a student, arrived and became an ordained missionary in Fort William. He built a lecture room at Prince Arthur's Landing, and the First Presbyterian Church in Fort William. Peter McKellar was chairman of the committee that chose the site, and it was decided to build in West Fort, as the people in the east end had carriages and could drive. A large part of the congregation lived in West Fort, and most of the workers. The lumber was from the mill of Mr. Oliver, father of Dr. Oliver. Miss Jessie Oliver, sister of Dr. Oliver, sent up the windows from Toronto, after she had returned from her summer holidays here. Oliver and Davidson also presented the site for the church. On the first board of management were A. and J. McKellar, F. C. Perry, and Mr. Middleton, the Scotch engineer. The carpenter in charge of the construction of the

church was the late Colin McDonald. He was assisted by many of the adherents who gave willingly of their labours and means. The late Andrew Crawford of Slate River, then in business in West Fort, and his brother Neil, gave great assistance in the building of the church.

The first elders of the church were Dr. Smellie and Mr. Livingstone of Silver Islet. They went all over the district whenever duty called them.

For a few years the church was served by missionaries. Then in 1881 it was considered strong enough to require the services of a minister for this field alone. For some time the Rev. Mr. McKay held the appointment, being succeeded by the Rev. J. G. Shearer who is known all over Canada for his Social Service work. In 1885, Rev. Robert Nairn, now retired at Kenora, was appointed, serving both east and west Fort William. Following him came James Buchanan, a Scottish minister who preached for a time, living in Port Arthur, and walking to West Fort William. Mr. Buchanan was followed by Hugh Fraser in 1888, afterward known in China, Vancouver and Calgary. Then followed Mr. Whiting, and he held the first service ever held in Slate River district. The service was held in a poplar grove on the farm of the late A. McGlashen.

Of late years there have been Rev. Andrew Boyd, 1904 and 1905, Rev. John McCorkindale in 1905-1907, D. A. Macdonald, now of Korea, and John McEwan, of Cartwright, Manitoba. The Rev. Robert Dewar, of Scotland and India, gave the longest service of any minister who served in West Fort William. He is still a very faithful worker in Superior Presbytery. Rev. R. W. Rumley, now of Morden, was the last minister. He resigned when union took place. Rev. D. McIvor was called from Winnipeg, May, 1926, to the united charge of First Church and Grace Methodist, known as First United Church.

(Information from the Church records, and also from Messrs. P. McKellar and W. S. Piper, and the Rev. Robert Dewar).

DO YOU REMEMBER?

(The following articles ran in the Times-Journal from May 29, 1926, to November 20th, and are reprinted with the permission of the Editor.)

Do you remember when the corner of Syndicate and Victoria Avenues were known as Marks' corner? When the present premises of Wilson and Wilkes clothing store were occupied as a grocery store by the firm of Thomas Marks and Co., with Sam Jones, as manager? The building was enlarged and altered, became the Victoria Hotel, and later the Imperial Bank.

When the corner of Simpson and Dease streets was the Hudson Bay crossing? The Hudson Bay had the largest store in town at this corner. It was a two storey white brick building, and was destroyed by fire, and was never rebuilt. One half of it was a wholesale and retail liquor store. We knew nothing of the O.T.A., "in them days."

When the corner of Syndicate and Duncan Street was called Morton's crossing? The present house standing was erected and occupied by E. A. Morton, well known insurance agent, school trustee, alderman and candidate for mayor. He now resides at Windsor.

When the W. H. Whalen Company had a dry goods store in the old Victoria Block where the R. E. Walker Company now is? Billy Whalen used to advertise his location as on "Victoria Avenue, next door to the hole in the ground", referring to the fact that the excavation for the Murray Block had been completed and allowed to stand a year or so before the building was erected.

When the street cars from Port Arthur ran only to the boundary, The street railways originated in Port Arthur, when that city felt that its business and trade was slipping away to Fort William. At first this city prevented its entrance and a stage was run from the boundary to the Avenue Hotel, by Mac Rochon.

When the present site of the Ogilvie mill was a saw mill, Graham, Horne and Company were lumbering in a large way at that time, and their mills and yards covered all that section over to Syndicate Avenue. There was a big refuse burner, opposite the present site of the Children's Shelter.

When the lacrosse grounds were on the east side of Simpson Street? The only building was the present Gerry hardware store, which was then the Times-Journal office, and

the lacrosse grounds extended down to Bethune street. Among the players were: Clarence Jackson, Fred Fair, Jimmy O'Hagan, Bob Manion, Joe L'Esperance.

When the C.P.R. Hotel was the leading hotel? This was a large stone and brick structure on Hardisty street, a little below the present yard office, which was then the passenger station. The hotel was run in real first class C.P.R. style for some years. Afterward it became a boarding house for railway laborers, and was finally torn down about five years ago.

When Fort William drank river water?

The original water supply system of Fort William consisted of Ben Mercer and his outfit of pails and barrels. He drew the water from the river at the site of the present subway dock, and peddled it to his customers all over town. The water barrel was at that time a very important and necessary piece of kitchen furniture. Ben was later succeeded by Jimmy Davidson, who was put out of business by the city water works with a pumping station a short distance above elevator D, and still using Kam water. As engineers at the pumping station, which was combined with the electric light plant, were John McRae and Jack Adams. Some time before the water works were started, the city, in its search for good water, had bored a well over three hundred feet deep near the city hall on Brodie Street. A splendid supply of excellent water was obtained, and the town pump soon became the magnet that attracted hundreds of citizens with all kinds of vessels for carrying the precious fluid. After the establishment of the water mains, the well was deserted, the pump removed and the site forgotten. It was not many years before the pump regained its old time prestige and popularity. As a result of drinking Kam water the town was visited with a terrible scourge of typhoid fever, the old well was re-located, the pump re-established and again Brodie Street became the Mecca of all who thirsted for the life giving fluid. Again the water peddler was seen in the land, but this time he brought to the fever stricken homes good pure water from the old well, this time pumped by a modern gasoline engine. It is not too much to say, that the city pump was the best friend the citizens of Fort William had in their greatest need, and this article is just to remind old timers of that fact, and to ask them to take a drink of good Loch Lomond at the City Hall drinking fountain which is the site of the old pump.

Do you remember when Bill Armstrong was not post-master? When John McKellar was reeve and mayor through force of habit? When Allan McDougall was police magistrate with his office at Westfort? When the police station was at

Westfort with Dick McNabb as jailor? When Jim Conmee was member for West Algoma, and his constituency included the Manitoulin Islands, and extended to the Manitoba boundary? When Jim Tonkin was street commissioner? When Archie Campbell was chief and only police? When there were dog races on Victoria Avenue? When the post office was in the rear of Hank Austin's building at the corner of May and Victoria? When W. J. Ross was C.P.R. Superintendent of buildings and bridges, and when he built old Elevator B? When Sam Young was a C.P.R. conductor? When Jim Murphy was C.P.R. coal dock foreman? When the C. P. R. paid from the pay car, and we never knew just when the pay car would arrive? When the freight shed and elevator employees were paid 15 cents an hour, When Al Sellars brought the first automobile to Fort William? When Hugh Piper was chief of the volunteer fire brigade? Doc Baker? Hanover Apps? Joe Buffalo?

Do you remember when the Central School was on the corner of Victoria and May?

The first public school was at Westfort, and the first school at the east end was situated on the present site of the Bank of Montreal. The school house itself was some little distance back from the street, but the school grounds took in the whole corner. The present building was erected by W. J. Ross, and originally occupied by the Commercial Bank of Manitoba. This was the first chartered bank to have a branch in Fort William, though the private banking firm of Ray Street and Co. preceeded them. The school building was moved to North May Street and was brick veneered. It is the building standing back from the street between the post office and the Times-Journal.

The Bee Hive store in Westfort? This was a general store conducted by King and Peltier, and was the first venture of John King into commerce. Mr. King had been a C.P.R. employee from the very early days of the railway, and his Bee Hive developed into Fort William's largest retail store. He built the Roy Block, and here the John King Company built up a wholesale business which was sold to the Cameron Heap Company.

The floating grain dryer? The spring of 1912 saw a very large amount of tough and damp grain in the elevators and ears. The situation was particularly serious, as there were only one or two small dryers in operation at that time. The C.P.R. secured the Steamer Helena from Chicago. She was fitted up specially for the drying of grain in large quantities. This floating dryer was placed at Elevator B, and was the means of saving a vast amount of grain.

Do you remember when the street railway was a single track road?

We have to-day a street railway that is up to date and which gives a splendid service, but it was not always thus. Originally there was only a single track and for a long time only three cars. There were sidings at several points in order that the cars might pass and it was a common thing to have a long wait at one of these sidings for a car that was behind time.

The Fort William end of the track was at the corner of Frederica and Edward Streets, and the Port Arthur terminal at the old C.P.R. depot which was near the present site of the car barns. The cars were operated from either end, and instead of turning the car the trolley was reversed and the motorman went to the opposite end of the car. The seats ran lengthwise, and the car was heated by a small coal stove placed in the middle of, one of the seats. One might be warm enough if fortunate enough to get a seat near the fire. The cars were named instead of numbered, and one recollects such names as Kakabeka, Kaministiquia, and Kapikotongwa. There was one time when the generator burnt out, and the road was without power for about a week. The cars only came to the boundary at that time, and they were pulled over the road by horses. Originally the road was operated and owned entirely by Port Arthur, and Tom McCauley was manager.

Do you remember the Prince Arthur's Landing and Kaministiquia Railroad? Here is a piece of history known to very few of our citizens, but which is well worth remembering.

Originally Port Arthur was known as Prince Arthur's Landing and was the centre of the entire north shore district. The C.P.R. was being built by the government. The Winnipeg section was under construction, with the proposed terminus at West Fort William. This naturally was most disappointing to the people at the Landing, and when they found that no influence or pressure could bring the railway to them, they resolved that they would go to the railway. The leading man at that time was Tom Marks. He was the promoter, the enterprise in the country. He, with the brains, and the financial aid of nearly everyone of his associates, organized the Prince Arthur and Kaministiquia Railway, and built the road from West Fort William to Port Arthur, (from the Town Plot to the Landing). They had as rolling stock, one engine and no cars. The company itself never operated their railway. Operation was first carried on by the construction contractors who turned it over to the government, and it eventually became C.P.R. The latter afterward abandoned the railway for

their own line. The abandoned grade was utilized by the P.D. & W., who in turn gave it up to the C.N.R. The present C.N.R. direct line from Westfort to the old roundhouse in Port Arthur is the original line and the oldest piece of railroad in Port Arthur.

It was a mighty big enterprise in 1875 for such a small community to construct that piece of railway, but the people refused to see their town ignored, and with a leader like they had there was nothing impossible. The municipality of Shuniah sold debentures and gave the road a bonus of \$35,000.00; bonds were issued by the company, but the main financing was done by Thos. Marks, himself, the president of the company. On taking over the road, the government paid the company \$14,000.00. The road itself was a dead loss to the company but the profit was in the benefit to the business interests and the making of the Landing a railway point.

Do you remember the old time picnics? The popular picnic spot for years was Kaministiquia. This was probably because it was the most available, for you must remember there were no autos then, the street car reached no park, and there was only one railroad. The great annual picnic was that of the C.P.R. employees, and this has a very direct connection with present day conditions, for it was by these events that the C.P.R. employees financed their library which was the origin and nucleus of our present splendid public library.

When the C.P.R. employees, or some other organization held a picnic, the town was deserted for the day. A long train of coaches left in the morning loaded to capacity, with a happy crowd, Pa and Ma and the children, not forgetting the baskets. There was always dancing, and a good program of sports including a lacrosse game.

After the C.N.R. was constructed a new ground was made available at Stanley. That is, the railway brought you to the foot of the hill, and then you had a climb. But who cared for a little thing like that? Many a hard lacrosse game was fought out at Stanley, between Port Arthur and Port William. Do you remember the one that ended in a general fight, wherein the mother of a Port Arthur player took part with her umbrella? And also, do you remember the picnic at Welcome Island when the boat came away, leaving George Hourigan over there?

Do you remember Jack Carney, for many years winchman at Elevator A, foreman of B, and boss grain trimmer? Jack was a real pioneer among elevator men, coming here with M. Sellars from the Northern Elevator, Toronto, in 1884. At that time there was only the original C.P.R. elevator at

Port Arthur. Then came elevator A, in Fort William, and it was in this house that Jack held sway for so many years, and it was here that he displayed his great qualities for handling men and handling grain. In both he showed an ability that has never yet been surpassed. There was about Jack Carney a quality of calm confidence and assurance that made him master of any situation, no matter how difficult, and there are at times, some strenuous situations around an elevator. Grain handling conditions have changed greatly in recent years, but I believe that any of the present grain men who received their training under Jack Carney, will agree that had he lived he would have kept right up with the changes and have been found a leader to-day, as he always was. Don't you remember that piercing whistle of his, calling his gang? Can't you see him now, splicing a shovel line or hauling in a string of ears? Jack was a big man, and his heart was as big as his body.

Do you remember when the Ogilvie slid into the river? It was on May 26th, 1906, about five or six o'clock in the evening, when the city was startled by the news that the Ogilvie elevator was sliding into the river. The movement continued until about midnight, and daylight showed the steel tanks leaning over the river submerged for about fifteen feet of their height, and pulled away from their piles on the land side. The superstructure had slipped even further, and the whole seemed in danger of going completely into the river at any moment. For the first few hours vessels refused to take the chance of passing. No further movement took place, and the work of saving the grain was started. This was done by means of scows on the river side and cars on the rail side. The cars were unloaded at elevator D, and the scows at different elevators. A very great part of the grain was wet. The foundation was the usual type of a concrete mattress on top of piles, and the collapse was due to the piles nearest the river giving way. The original elevator was very much nearer to the river than the present one is, and consisted of steel tanks only. There have been two concrete additions since then. A peculiar feature in the construction was that instead of being rivetted in the usual way, the plates of the tanks were all bolted together. This, of course, helped greatly in taking apart, and allowing the old plates to be used again with little damage.

Do you remember when "Doc" Hamilton ran against "Doc" Smellie for the local house? When there was a saw mill on the Kam River opposite elevator A? This mill was built and originally operated by Oliver, Davidson and Company. Mr. Oliver was the father of the late Dr. Oliver, and

also of H. J. Oliver, the C. N. grain agent. In later years it was operated by Carpenter and Co., Mr. Carpenter afterward became sheriff of Rat Portage (Kenora). This was at one time a scene of great industry; there was the mill and also the company store and boarding house, and also other houses. It would be difficult to find a vestige of this departed industry at the present time.

Do you remember when Alex McNaughton was not city clerk, and Bill Dodds was not chief of police? When Al Sellars, Jim Whalen and "Cap" McAllister went out about half way to the Cape in Al's car over the ice to where the tug was breaking a way for the incoming boats,

Do you remember the Indian Mission across the river from elevator D, when the fur traders first reached the head of the lakes there came with them the missionary priest. There was erected on the south bank of the Mission river, just around the corner from the Kam, a large wooden cross, and there it was to be seen for many years, until progress and economic change required the land.

The whole area south of the Mission including Mount Mackay was made an Indian reserve, and the Indian village clustered around the missionary's headquarters, where the Kam seeks an outlet to Thunder Bay, through the Mission river. Little but the stone house now remains, but memory brings to our mind a picture far more charming and idealistic than our eyes can now see. The stone house is not really of the pioneer period, but only dates back some thirty or thirty-five years. The original buildings, consisting of the priest's house and the church, were of logs and were destroyed by fire. The church was replaced by a neat frame building, a little north of the stone house and just beyond it were the convent and the school house. Between the church and the stone house was the cemetery, and grouped around this centre was the Indian village of small white-washed cottages. The whole was a happy, quiet, peaceful scene. The brothers at the Mission were wonderful farmers, and were the pioneers in showing both Indian and white man the possibilities of the land. All old-timers will remember when Brother Jerome used to supply vegetables to the two towns. The sisters conducted the first school at the head of the lakes, and that school was attended by boys and girls who are now Fort William citizens. For many years the priests, the sisters and the brothers, untiring in their energy, spent their lives in the service of the Indians. The end came to a long era of quiet content, when commerce in the shape of the G.T.P. required the territory of the Mission. The Indians divided into two bands, one settling at the foot of the Mountain, the other

going to Squaw Bay, whither the church and the cemetery had been moved and where the Jesuit missionary still carries on God's work, while the stone house stands a monument to, and a reminder of, a historic past.

Do you remember when Fort William collegiate students were obliged to travel to Port Arthur and later, when the Fort William collegiate was opened in one room in Ogden school? When the Central school grounds were enclosed by a high board fence? When Mrs. Sherk was teacher at Ogden? When Aleck Snelgrove had a general store on Victoria Avenue? When Magistrate O'Brien was a policeman and Magistrate Palling was carpenter, and both good at their jobs? The first brick house in Fort William? It is the house still standing at the corner of Ford and Frederica streets. It was erected by the late John Armstrong, for many years keeper of the light at the mouth of the Kaministiquia river.

Do you remember the first concrete building in Fort William? This was the Copp Foundry at the corner of Syndicate and Empire avenues. It was built by the Copp Company who moved here from Hamilton and operated the plant in the manufacture of stoves. It was turned into a munition plant during the war, and was destroyed by fire in 1917.

Do you remember when the C.P.R. station was at the foot of Bethune street, where the yard office now stands, and there were four hotels on Hardisty Street? The old station was burned to the ground a few years ago.

Do you remember the Dominion elections of 1887? Fort William and Port Arthur were at that time in the constituency of Algoma. This was no mere pocket riding. It included every thing between Lake Superior and Hudson Bay, had the Manitoba boundary for its western limit, and on the east it included Sault Ste. Marie, and Manitoulin Islands. There was neither C.N.R., nor G.T.P., and the C.P.R. had only started in the previous year running trains on the north shore. There were no roads worth mentioning, and the automobile was unheard of. The election being in the winter time, made snow shoeing and dog sledding popular with the election officers.

Sir John Macdonald was the premier appealing to the electors for a new lease of power, the Liberal forces were led by Edward Blake. The candidates were both from Port Arthur. S. J. Dawson, sitting member, was the Conservative candidate. Mr. Dawson was civil engineer, and was the man who had laid out the route for the troops in the first Riel rebellion. His name still remains attached to the Dawson road. D. F. Burke was the Liberal candidate. He had come to Prince Arthur's Landing as manager of the Ontario Bank, become a contractor, and was prominent in most of the enterprises of

the early days. He was always interested in farming, was owner of the Port Arthur Herald, and liked to be known as the "farmer editor."

The campaign was hotly contested. It was customary to hold joint meetings at which both candidates of their representatives appeared. This helped to arouse interest and was the occasion for many clever tricks. On one occasion the Burke forces were holding a meeting in West Fort William, at which Dawson was invited to speak. Just as his turn came, the announcement was made that the train was pulling out: all the Port Arthur people, including the Conservative speakers, went away without a chance to present their case.

The election for Algoma was held at a later date than in the rest of the Dominion, and the general result was known before polling day here. Despite the fact that the Conservatives had a big majority, Dawson only squeezed in by a majority of 13. The election was protested, but the protest was eventually dropped. D. F. Burke contested the next election, but was defeated by George H. McDouneil.

Do you remember when Jimmie Rabideau kept a blacksmith shop and shoeing forge on South May Street, and also drove a trotting horse? When Bobbie Hamilton had a dry goods store in the Keppy Block, and, to the enjoyment of the whole community, sang Scotch songs at local concerts? When there was a co-operative grocery store in a frame building on Victoria Avenue, where the Francis Block now stands? When there were five livery stables, where you could hire a horse, and not one garage? When McLaurin and Dow conducted a grocery store in the building now occupied by offices of the Ogilvie Milling Company. This store was the lineal descendant of John McLaurin's trading post. Mr. McLaurin was among the very earliest of Fort William citizens and traded with the Indians long before there was any settlement here. His original headquarters were on the present site of D elevator.

Do you remember when George Brown sold meat? George W. Brown came from Collingwood nearly fifty years ago, when Port Arthur was Prince Arthur's Landing, and established a meat market under the firm name of G. W. Brown and Co. He was successful from the first, and, when the time was ripe, opened a branch in Fort William. Later he disposed of his retail business, and became manager for Gordon Ironside and Fares when they established the first wholesale meat house here. In former times Mr. Brown was very active in Port Arthur municipal politics. He served several terms as councillor, and there remains in the memory one especially warm campaign for councillor in ward two. There were three to be elected, and Mr. Brown was on the ticket, which included

D. F. Burke and W. J. Bawlf as candidates. At that time there was a widely advertised patent medicine "B.B.B." and the Brown, Burke, Bawlf combination became known as Burdock Blood Bitters. George has quit the meat game, but is still going strong. He has so many good qualities that his friends are willing to forgive him his two failings. He saw his mistake in time, and left Port Arthur. He has always voted Tory, but close observers say they see indications that if he is given sufficient time, he will correct this habit also, say in two or three hundred years.

Do you remember George Dulmage? One of the best and squarest sportsmen our city has ever known. He came here from the west about 1896, or 97; was employed in the C.P.R. freight sheds and played lacrosse and hockey until he died in 1911. Faithful and efficient in his work, he came to be John Fraser's right hand man in the freight sheds, but it was on the lacrosse field, and on the ice that he won the hearts of all. Don't you remember some of those strenuous lacrosse games on the hill in Port Arthur, or on the old Simpson Street field, where the Murphy block and the West Hotel now stand? The games, when George Dulmage, weighing only about 120 pounds, was never afraid to go in and rough it with the biggest of them? And he never failed to give a good account of himself. He was in his prime when the lacrosse club included such live players as Jimmy O'Hagan, Bill Lillie, and Bob Manion. At first he played goal in the hockey team, but later became point player. He never wore the regulation hockey skate, but stuck to the old style of spring skate, a style that is now extinct. His last appearance on the ice was as official referee of the New Ontario Hockey League.

Do you remember the big grain shed of '88? It was built in the winter of 87 and 88 to take care of the bumper crop of 1887. Figures are not now available as to the amount of that crop, but it would be safe to say it would not look nearly so great now as it did then. It was, however a real bumper crop. It filled up every inch of available space and taxed the C.P.R. to its limit. The storage at that time consisted of elevator A, one of a quarter million bushels, and the C.P.R. elevator at Port Arthur, (Horne's) 350,000 bushels. To this was added the big grain shed, over half a million, all other warehouses that could be made to serve, and the cars in the yards. There was probably the vast total of two and a half million bushels in store here at the opening of navigation. The big shed was 500 feet long and 125 feet wide. The timber sills were laid on blocks placed on the frozen ground. Joists were set upon these timbers, and floor laid, the sides run up, and about every sixteen feet a partition was

run across the building. This made a bin about 16 feet wide and 125 feet long. On each side of the shed a track was laid, and from the cars on this track the grain was unloaded with barrow and pushcarts. It was dumped on the floor, and runways made to pile it as high as possible. The building and filling of that shed went on at the same time, and the grain men were right on the heels of the carpenters, the whole time, filling a compartment as one was ready. In the following spring the grain was reloaded into cars, and put through elevator A. The site of the shed was opposite elevators A and E. The shed was used for one season only. During the construction of elevator B., the following summer, part of the shed was used as a boarding camp.

W. J. Ross, present hydro commissioner, was C. P. R. superintendent of bridges and buildings at that time, and the construction was carried on by his department under the supervision of J. W. Robertson. A notable arrival at that time was a young lad from Ireland, called Jack Flannagan, who has stayed with us ever since.

Do you remember M. Sellars? He was the pioneer of the elevator and grain trade in Port Arthur and Fort William. He was the "Old Man" to all those who were connected with the elevators, and his memory is still held dear in the minds of the old guard as a man of abrupt speech and a rough way about him, behind which was hidden a heart of gold and a warm and kindly personality. Mr. Sellars came to Port Arthur from the Northern elevator in Toronto in 1884, to take charge for the C.P.R. of the first elevator at the head of the lakes, and he remained for twenty years watching that system grow until it included elevators A, B, C, D and E. He then resigned his position with the C.P.R., and established the grain firm of M. Sellars and Son. In those early days, naturally there did not exist the present elaborate system in connection with grain handling. The Old Man was, in his own person, elevator superintendent, grain inspector, shippers' agent and vessel agent. His word was supreme, his edict final, and all parties knew that with the Old Man they would get a square deal. Originally he lived in Port Arthur, going back and forth by hand car, for that was before the day of street cars. Later he built a home on Dease street, where he lived out his life. His grounds adjoined those of St. Luke's Church, and he was at home in either place. Outside of his church, he did not take an active part in civic affairs. The Old Man was father of not only a wonderful elevator system, but also of a family of elevator men. More strictly speaking it is a race, rather than a family of grain men that he founded, for they are now in the third generation and going strong.

Do you remember when the electric light came to the head of the lakes? It seems now as if we had always been in the habit of securing light by the mere turning of a switch, but it is really not so long since coal oil lamps were the vogue in every house. And remember how all those lamps had to be trimmed and filled every day, what a task it was to clean and polish the chimneys?

Poor as was this light, there will remain in the memory of some the year when the supply of coal oil was totally exhausted before the arrival of the first boat, and we had to depend on candles. That was the time when the memory of the coal oil lamps was as of the noon-day sun. The first electric light was supplied to Port Arthur by the P. A. Lumber Company, who had a generator in their saw mill, which was located near the present C.N.R. elevator. This served until the city built the first section of the street railway and put in a steam plant at Current river about 1890. The street cars and lights were run off the same generator, with the result that every light in the city was affected by the running of the cars. All stops and starts of each of the two cars on the road were duly registered in every house in town, and with a little practice it was quite simple to locate each car at any particular time.

Fort William's first electric light was supplied by Engineers John McRae and John Adams from the old power house and pumping station located near the foot of Frederica Street.

While Port Arthur had the first electric lights, Fort William led the way in street lighting, having good arc lights, while Port Arthur was still satisfied with the incandescent lamps.

Do you remember Mac Rochon, who built the Avenue Hotel and conducted it for so many years, and whose slogan was, "If business interferes with curling cut out business." Dan Whalen who was one of the very earliest barbers, whose shop was in West Fort, and Tom Dunbar whose shop was on Victoria Avenue? Neither barber shop was cluttered up with a lot of women. Do you remember Harry Peacock in his tailor shop on Victoria Avenue, and "Doc" Coleman, chief clerk to the superintendent, who is now D. C. Coleman, general manager of the C.P.R. western lines? Joe Oakley who kept a grocery store on South May, a city alderman, who was drowned on a fishing expedition? Hughie Fraser? He came here at the time of building old elevator B, and remained for several years as B. & B. master, and was transferred to Kenora. Isaac Byran, who died a few years ago over eighty years of age, and who was employed so many years in the C.P.R. sheds?

J. Madison Hicks, the socialist orator who used to conduct outdoor meetings on the vacant lots on north Brodie? W. Western, the original stationer and book seller, on Victoria Avenue, where the Kelly block now stands? The firm of Morton and Adcock, who were the live realtors twenty odd years ago? Charlie Bliss who was a C.P.R. trainman and switchman before he went back to the land, and made a big success at farming in Slate River?

THE LOST MINE OF SILVER ISLET

BY RICHARD A. HASTE

(From the Dearborn Independent, through the courtesy of the editor.)

In the vicinity of Lake Superior is the height of land, the great ridge pole of the roof of the continent. This region has always been a land of mystery. Here are laid the scenes of many beautiful Indian legends. The rock girt shores of the lake were the favorite walks of the Great Spirit. Here according to the Indians, the maker of the world hid his treasures and gave them into the keeping of Missibizi, god of the sea. To this treasure land, long ago, came strange people from the south, the mound builders and the Aztecs, for copper. To this "shining big sea water" came also in a later day, those men of iron whose deeds make up the story of the Great Lone Land, a story that has never been fully told. It is with one of the hidden treasures of this lake, that this story has to deal.

You who have been so fortunate as to take that most delightful of all summer journeys, the lake trip from Owen Sound or Sarnia to Port Arthur, doubtless remember Thunder Cape, that bold promontory that guards the entrance to the twin harbours of Fort William and Port Arthur. No doubt your attention was called to Isle Royale, lying to your left as you approached the Cape, and you learned perhaps some of its interesting history. Perhaps too, if it were a clear day, the captain gave you his binocular and directed your eyes to a low lying island near the North shore not far from the base of Thunder Cape, a little island that seemed not so large as your hand on which stand queer shaped buildings, now partially wrecked and rapidly going to decay, but this you will not notice, even with the glass, Silver Islet it is called.

Perhaps the captain told you of the lost mine beneath the lake, of the shafts and levels that honeycomb the rock more than a thousand feet below the level of the water, of the tons and tons of silver that lay in sight when the cold waters of the lake "jumped the claim" and took possession of all save the upper works. It may be that you were told also, by the natives of Port Arthur, of the dull shocks that are frequently felt, accompanied by low rumbling thunder, though the sky is clear,—the ghosts of imprisoned miners blasting for silver beneath the sea.

It was, I think, in the year 1868 that a small party of miners prospecting for copper at the base of Thunder Cape, while surveying their claims, chanced to land on a barren

rock about a mile from shore to plant observation stakes. This rock was about sixty feet across, and not more than four feet above the level of the lake. It resembled the dome of a human skull just rising out of the water.

Across this Skull Rock as it was then called, ran a vein of galena in which a few strokes of the pick revealed the presence of silver. A half dozen powder blasts were sufficient to detach all the ore bearing rock above the water line, but the vein was traceable some distance into the lake where, through the clear water, large nuggets of silver were visible. These were dislodged with crowbars, the men working up to their necks in the ice cold water. The game however was worth the candle, for the ore thus taken out, sacked and shipped to Montreal, assayed seven thousand dollars a ton pure silver.

The location was owned by the Montreal Mining Company, Limited, a company of conservative capitalists. In a way, luck had favoured them, for here within their grasp was one of the fabled treasures of the lake. As far as human laws were concerned it belonged to them. But—and it was a big but—the Great Spirit had placed it within the keeping of the sea. For three hundred miles to the east there is nothing to break the great sweep of the wind. And when, at the call of the storm, the legions of the deep come forth, the little treasure island disappears—utterly lost in the spume and froth of the breakers. Where was the man or company of men who would presume to defy these giant powers and remove this jewel from its setting?

The men composing the Montreal Mining Company were conservative. They were willing and ready in the pursuit of wealth to raze hills and tunnel mountains, they were ready to sink shafts through the solid rock until they could feel the earth's internal fire. In such cases the opposition to be encountered could be measured and provided for, but they shrank from measuring their strength against the unknown power of the wind and sea. Therefore they accepted an offer of \$225,000.00 and transferred Silver Islet and a number of surrounding mining locations to an American syndicate headed by Alexander H. Sibley, of New York.

Here begins the active history of one of the world's most famous mines, a history more dramatic in its details than novelist ever conceived.

It seems that when an unusual task is to be performed, when a Man is wanted, the time and necessity with unerring instinct bring him forth. Here was a Herculean task, and the first throw of the dice turned up the man, a modest mining engineer, William B. Frue.

There is something strongly feline about Lake Superior, it is so lithe and soft and caressing. In August and September and often later, it is usually in a peculiarly gentle mood. Like a great tiger it stretches itself in the warm sun and purrs and sleeps. It is so beautiful and seems so harmless; yet beneath this calm and gentleness you can see the giant muscles swell as the great cat extends and contracts its claws in pure enjoyment of its latent power.

On one of those perfect days, September 1, 1870, Superintendent Frue, with machinery, supplies, a crew of thirty men and a great raft of timber arrived at Silver Islet. There was not a ripple on the surface of the water. The basaltic ledges of Thunder Cape, even to the features of the Sleeping Giant, were duplicated in the water below. But Superintendent Frue knew the lake, he knew its moods. This one might last a day, a week, perhaps a month, but not much longer, at any rate, and then!—

There was the Skull Rock, a mere foothold, a tiny island into which the shaft must be sunk down into the bowels of the earth, while around it broke the angry waters of this "brother of the sea". To sink that shaft and guard it against the fury of the Lake was Superintendent Frue's task.

It was finally decided to encircle the Island with a crib of timber filled with rock to break the force of the waves, while a stone and cement coffer dam was to furnish protection for the immediate mouth of the shaft. With feverish haste the work was pushed ahead, eighteen hours was a day's work. If only the cribbing could be got into place before the autumn storms began, all might be well. One week, two weeks, a month passed and still the Great Lake slept, unconscious of or in contempt of the puny efforts of the human ants on Silver Islet. Day after day the sun rose as out of a mirror, and sank unclouded behind the shoulders of the Sleeping Giant. Five weeks, the cribbing was done, the shaft was being sunk, and every day the precious metal was coming to the surface. Six weeks, seven weeks! The human ants were beginning to feel secure in their new abode. Then came the 26th of October.

It was three o'clock in the afternoon when the wind began to blow strong from the north-east. In half an hour, the Lake right to the horizon line was white with foam. "It's coming at last," said Frue, "but we are here first and I think we can stay." When the second shift quit work at six o'clock the waves were leaping the east breakwater, deluging the men outside the coffer dam. From the rocky shore of Thunder Cape came the boom of the surf, like a rolling cannonade. The little plunging tug had just arrived with the third shift

wet to the skin. The cribbing on the windward side was already trembling with the impact of the waves. Stubbornly to remain would be useless and might be suicide. It was the first trial of strength, and the result to the mind of the superintendent was at least doubtful. Orders were therefore given to all hands to go ashore. There was little sleep for Superintendent Frue that night. He had secured first innings, he had been given fair play, he had made the utmost score; now the sea was taking a hand in the game. All night he walked the beach, and listened guessing, as best he could the progress of the battle. How the breakers roared, how the wind howled and shrieked as wave after wave came home!

Before sunset the wind had died down, and by ten o'clock the sea had subsided to a sullen underswell. Frue promptly set out to the scene of the conflict, and his heart sank at what he saw. Two hundred feet of the breakwater had been carried away, the cofferdam was a partial wreck, and as if in rebuke, the storm had filled the shaft to the brim with the rock of the cribbing.

The Company had agreed to give Frue a bonus of \$25,000.00 in addition to his salary, on condition that before September 1, 1871, the first year of operation, he mined and shipped ore to the value of \$250,000.00, an amount to cover the original purchase price and the bonus. On the morning of October 27 that bonus appeared to Frue as distant as the moon. But under the apparently crushing defeat, he lost neither his heart nor his head. He had learned something from the storm. He had learned something of the game as it was to be played by his antagonist.

All hands were put to work; the cribbing was rebuilt and strengthened, the cofferdam was restored and the debris removed from the shaft. The sea remained quiet. Mining was resumed and by the last day of November, when navigation closed, the plucky superintendent had the satisfaction of knowing that \$100,000.00 worth of silver ore had been shipped down the lake to Montreal. Hardly had the vessel with the last shipment got away when the mercury dropped to ten below zero. The Lake froze heavily in places, and then from the southeast came another storm.

It was a flank attack and this time the sea, as if maddened by the persistence of the invaders, brought up its artillery and hurled tons upon tons of ice against the cribbing which crumbled like an eggshell before the tremendous onslaught. But this awful battering defeated its own purpose, the accumulation of ice soon formed a breakwater against which the waves beat out their fury. For three days and nights the storm raged, then the sea smoothed out again and Frue took

stock of the ruins. The cofferdam remained but most of the cribbing was gone. The foreman after looking over the wreck, remarked: "You cannot make anything stop here," but Frue thought differently.

Nature is the greatest of engineers, and he who would oppose her must adopt her plans and be ever ready to profit by a hint. The ice gorge gave Frue the key to the situation. Taking advantage of the winter and the ice he threw out a breakwater facing the southeast. The structure had a base of twenty-five feet, rose twenty feet above the surface of the water and was backed by cribbing filled with the debris from the mine. Work was prosecuted both underground and on the defenses with little interruption until March 8th. Then the Lake gathered its forces for what seemed not only another assault, but the commencement of a campaign of annihilation. Masses of ice as large as the Islet itself were hurled against the groaning fortifications which were soon driven bodily up the incline towards the center of the Island. Wave after wave leaped the breakwaters and it seemed that the lake would at last succeed in regaining the whole of the lost territory and in driving the invaders permanently from the ground. Storm succeeded storm during the entire month, each assault more terrific than the last. There was no rest for the miners day or night. Every interval of calm was employed in repairing the breaks, and in strengthening the weak places. At last apparently defeated the great lake withdrew its forces and the superintendent for the first time saw in his mind's eye the \$25,000.00 bonus and it was not far off. At the close of the first year the cleanup showed a gross output of nearly one million dollars. The bonus was immediately paid. There seemed to be no longer any danger from the storms. From all appearances the lake had given up the contest, abandoned the treasure to the spoilers, who during the next two years took out another million in silver.

Silver Islet had become one of the wonder mines of the world. The little Island, the bare Skull Rock, had grown in the meantime to ten times its original size. It extended to the outer breakwaters and supported not only the upper works of the mine, but machine shops, storehouses, and permanent quarters for certain employees of the mine. From the eastern angle rose a lighthouse, while on the lee side were built great docks, and break-waters for the protection of the now important shipping. On the shore a town had sprung up, a town with churches and a schoolhouse, great reducing works, club-rooms for the miners and neat cottages for the families of five hundred workmen.

Frue was the magician who had wrought the change. He had found a barren rock a mile from the shore of a howling wilderness, and in three years had made it the center of one of the most important enterprises on the continent. The treasure he sought was guarded by the most powerful and treacherous of natural foes, but he met every emergency and at the end of three years was the apparent conqueror. But Nature never gives up a battle.

Ages ago, as if in sentient anticipation of what was to come, the lake had run a counter mine underneath the Island. The main shaft had reached the depth of 300 feet when this counter mine was struck. The imprisoned waters under the enormous pressure, leaped forth fiercely, driving the miners from level to level. Despite the work of a four inch pump the water rose at the rate of ten feet an hour. Another six inch pump was installed, but the two working day and night, could barely keep the waters below the fifth level. An order was dispatched for a pump with a twelve inch plunger, but before it could arrive the lake made one more effort to demolish the upper works. A double attack from above and below seemed to have been planned. All previous storms were dwarfed. They were mere zephyrs, compared with the hurricane that now swept down from the north-east. A breach was at once made in the breakwater and sixty feet of the structure carried away. Before the damage could be repaired another assault carried away 360 feet of the cribbing with the blacksmith shop and 5,000 tons of rock. So violent was the wind, that refuse "rock flew about the island like hailstones." Fortunately the machinery remained intact and the pumps were kept going. At last the storm died away, the mammoth pump arrived and slowly the waters in the mine were put under control. It was a well planned attack, and the defenders won by a margin so small that an accident however slight, would have turned the scale.

It was soon after this that Superintendent Frue left the employ of the company and disappeared from its history. The fortunes of this remarkable mine for the next ten years need not be recounted. It differs but little from the history of other mines. Deeper and deeper drove the shafts, and wider and wider extended the stopes and levels. In constant fear of the sea and wind above, the work went on. Some years the output ran into hundreds of thousands. Then again it would hardly pay expenses. At last there came a year when the output came short of the operating expenses. The indications were as good as ever, but somehow the ore in hand did not seem to pan out well. The stockholders were called upon to make up a deficit. There was grumbling and dissension. Rich

ore to the value of half a million dollars was visible in the roof of the first level, but its removal had hitherto been regarded as dangerous. Now, however, plans were decided upon to put in a false roof and remove this lode.

The main shaft had now reached a depth of 1300 feet below the lake level. Gigantic pumps driven by powerful engines were kept busy holding back the insidious sea. Storms might come and wreck the upper works, but storms subside and the ravages of the sea can be repaired, but this eternal assault from beneath could be resisted only by tireless energy that never slumbered. Let the throbbing engines cease their work, let the pumps but stop for a day and the battle of years would be lost.

It was November, 1884, and the coal was running low. Only a few hundred tons remained in the sheds on the island, and the hungry furnaces would soon devour that. But more was expected any day,—the winter's supply had already left the Lower Lakes, it should be somewhere on Lake Superior now. Day followed day—it did not come. It was getting late and navigation might close at any time. Work went on as usual; some slight accident had delayed the steamer. The coal was sure to come, the miners told each other. Day and night was heard the monotonous thud, thud, of the pumps; but all the time the coal was getting lower—lower, and the sea was waiting, waiting.

It was an anxious Christmas for the folk of Silver Islet, that Christmas of 1884. There was hoping against hope for the arrival of the looked for steamer. What if it should not come? Could it come now? The cold was intense and already the ice had formed six inches thick in the bays and the ice field was creeping out into the Lake, from which rose, like steam from a mighty caldron, huge banks of nebulous clouds.

The New Year came, January 1, 1885, and no coal. But instead there came a dog team from Duluth bearing the bitter news that a drunken captain with a cargo of a thousand tons of coal for Silver Islet had allowed his vessel to be frozen in the ice at Houghton. The furnaces were put on half rations in the vain hope that something might happen to bring relief. But at last came a day when the fires went out, and the exultant sea reclaimed its own.

Thirty-seven years have passed since that fatal day, a generation has come and gone, but no attempt has been made to fight back the sea and reopen the mine. The Island and the village that once stretched for a mile along the shore are abandoned and desolate. The great engines and hoisting houses on the island are rusting where they stood. The light-

house has long since disappeared. The docks and break-waters are rotting. They are at peace with the sea which in contempt has given them over to the slow torture of time. Down in the shafts and galleries where men once worked, fishes stare with unblinking eyes at the slimy walls. On the mainland the great reducing plant with its batteries of stamp and vanners is rapidly going to decay. Grass and briers grow in the abandoned street and at night hedgehogs hold high revel in the silent church and owls hoot from the rickety tower.

Why has this mine with all its possible wealth of silver ore been left in the possession of the sea? I know not. The old care-taker once told me strange stories of strange doings. He told me that sometimes when the air is full of light, when the wind sleeps and the placid sea reflects the great blue bowl of heaven, the surface of the Lake will suddenly heave in long, low swells and then smooth out again. Then, as from the depths of the earth, come low rumbling sounds, muffled and indistinct, like a far off cannonade. He told me, too, that at night, when the storm comes from the east and the air is filled with blinding wrack, ghostly lights flit about the treasure island, and in the lulls of the wind you can distinctly hear the rumbling of a hoisting cable and the rhythmic pulsations of a ghostly engine.

I fear that years of almost uninterrupted solitude may have warped his imagination. Be that as it may, the fact remains that this silver fleece is still guarded by a dragon that never sleeps, the omniscient power of the sea.

CANADIAN PACIFIC RAILWAY CONSTRUCTION IN 1875
AT FORT WILLIAM

BY JOHN KING

Contract No. 1, dated October 17, 1874, was made with Sifton, Glass and Fleming for the construction of a telegraph line between Fort Garry and Fort Pelly. Contract No. 2, dated October 30, 1874, was made with Richard Fuller for the construction of a line between Fort Pelly and Edmonton. Contract No. 3, dated November 10, 1874, was made with F. J. Barnard. The contract called for the construction of a line between Fort Edmonton and Cache Creek. Contract No. 4, dated February 9, 1875, with Oliver, Davidson and Brown, provided for construction of the remaining line from Prince Arthur's Landing to the Red River.

To connect the Canadian Railways with the North-west, an Order-in-Council dated November 4, 1874, advised a Subsidy of \$12,000 per mile for an extension of the Canada Central Railway from Douglas westward to the Eastern end of the branch, the railway proposed to be built from Georgian Bay by the Government being about one hundred and twenty miles.

Contract No. 13, dated April 3, 1875, was made with Sifton and Ward, for the construction of a railroad from Fort William to Lake Shebandowan, a distance of forty-five miles. Lake Shebandowan, as terminus, was changed to Sunshine Creek, 32½ miles, and completed in 1876. Contract No. 14 of the same date was made with the same firm for the construction of a road from Selkirk to Cross Lake, 77 miles, which was not completed until 1880. Contract No. 15, dated January 9, 1877, with Joseph Whitehead for the grading of a line from Keewatin to Selkirk, 112 miles, was finally made.

In order to make available the water stretches between Lake Superior and Red River, work was commenced on the Fort Frances Canal in Rainy River District in 1875. It was planned to make available 200 miles of navigable water between Kettle Falls and Rat Portage for steamboats of moderate draught. After an expenditure of \$200,000, the work was abandoned. Reports appeared as the progress of surveys made possible definite decisions as to location. The choice of Yellowhead Pass gave a definite objective for a line from Lake Superior. The report of the surveys of 1877 located a satisfactory line from the standpoint of the various factors affecting the success of the road from Lake Superior to Tete Jeune Cache. In 1878, Burrard Inlet was recommended as a terminus and adopted by an Order-in-Council of July 13, 1878. To complete the connections with Georgian Bay, Contract No.

12, dated February 27, 1875, was made with Hon. A. B. Foster for the construction of a road to the mouth of the French River, 85 miles. The contractor proposed the improvement of the navigability of the French River to a distance of 26 miles from its mouth, making the terminus at that point. The contract was cancelled, an additional survey was made, and Contract 37, dated August 22, 1878, with Heney, Charlebois and Flood, for the construction between Nipissingen Post and the Head of Navigation on French River was agreed upon. This was cancelled on July 25, 1879, and given up uncompleted in 1880. Contract No. 25, dated June 7, 1876, with Purcell and Ryan for the grading between Sunshine Creek and English River, 80 miles, and for track-laying between Fort William and English River, was not completed in 1880 after an expenditure of \$1,346,000. Contract No. 42, section A, dated March 7, 1879, with Marks and Conmee, for the construction between English River and Eagle River, 118 miles, and section B, dated March 20, 1879, with Fraser, Grant and Pitblado, for the construction between Eagle River and Keewatin, 67 miles, called for completion in 1882.

In the summer of 1879, Conmee and Marks had the contract to build the roadbed to Eagle River. J. S. Hamilton, Peter Roy and myself were in charge of building the road and hauling the supplies for the construction of that contract.

Many incidents occurred during the building of this road which meandered through mountains, valleys and swamps. I remember a corduroy, or pole road, that was built over Brooster Swamp, about half a mile long. These poles were cut in the woods and carried on our shoulders to cover this swamp where the supply was to go over. Another very interesting incident was the five carloads of glycerine we took on the train from Port Arthur to Riley Siding. The engineer was J. Costello, the fireman Jack McCartney, and myself in charge of the train. Bob Craig, who was conductor, followed at about a distance of five or ten miles, for should anything happen, he could find the pieces where the explosion took place. The man who really was in charge of this glycerine shipment was George MacDonald, M.P. We left Port Arthur about 10 a.m. the first day and went as far as Savanne, where we spent the night. The second day we left at 6 a.m. and went to Riley Siding where we left the five cars. This glycerine was hauled from Gull River to Section B under contractors Fraser, Grant and Pitblado. It was to be used in blasting the rocks in Section B. The bonus they gave me to take the five cars of glycerine was \$50.00. You can imagine what risk I was taking for this amount. The only time I was afraid was

when I took out the pins to uncouple the cars from the engine. I said to the engineer, "Please go slow when you pass these cars." Then I said, "Good-night!"

This tote road was the only trail made while building the C.P.R. to the west.

The end of the road for this section was built as far as Eagle River.

Contract No. 16, dated June 10, 1878, with the Canada Central Railway, provided for a change in the earlier subsidy between Pembroke and Nipissing, giving a total subsidy of \$1,440,000. Reliance of the Government on advice of the engineers in location of the line, was a cause for considerable trouble with settlements, and of considerable embarrassment. A petition was presented on April 17, 1873, urging the advantages of Prince Arthur's Landing as a Canadian Pacific junction with Lake Superior. The choice of Fort William was made the occasion for another petition on February 26, 1875.

Charges were made that the Government was in league with land speculators, and a Committee of the Senate did reveal the fact that extravagant prices had been paid. The Neebing Hotel, worth \$3,000, was sold to the Government for \$5,029. Land purchased at \$5.00 an acre was sold at \$500.00. One valuator of the Government was also a member of the Land Speculation Company. The Government took steps to prevent speculation, but only after the mischief was done.

A further protest of Port Arthur, on March 19, 1878, led the chief engineer to insist that the shortest route was desirable and a six mile extension was unjustifiable.

You will note the cost of the Neebing Hotel, \$3,000 and sold for \$5,000. The hotel today could not be built for less than \$20,000, because it was well constructed and a big building. You will also note that land was expensive, although if we are comparing it with prices of today, it was cheap even at that price. There must have been a few grafters at that time, but I believe we have not improved any in that respect at the present time. The politicians had to make some fuss to make political capital, but I believe at that time we had better politicians than we have now. I also believe they were more sincere than they are today, because they were not asking as much. They were satisfied with a smaller amount. Today they are making millions and we call them "smart fellows". The Prime Minister then was getting \$5,000 a year, but an ordinary Commissioner appointed by the Government today gets from \$10,000 to \$20,000 a year. It goes to show that the people do not bother as much about the amount of taxes they pay. Then they were far more careful as to how they imposed taxes on the tax-payers.

THE CONSTRUCTION OF THE C. P. R. LAKE AND RAIL IN
1878 AT THE FRENCH RIVER

I was working on the cutting of the right-of-way, and there was also eight miles of steel laid there. A general election took place in that year when Sir John A. Macdonald came into power, and he abandoned the construction of the Lake and Rail and closed all work. I had been working for three weeks and received the amount of \$8.00. We were working for \$1.25 a day. I left the French River and took the steamer "Waubuno" to Collingwood, then took the steamer "Frances Smith" from Collingwood to Prince Arthur's Landing, and went to work on the C.P.R. construction there.

The change of policy of the Government in 1880 and the inadequacy of the engineering staffs, were evident in other directions. The terminus at Fort William was expensively and inadvantageously situated. Reports and minutes of evidence taken were put before the Select Committee of the Senate, appointed to inquire into and report upon the purchases of lands at Fort William for a terminus for the Canadian Pacific Railway. On the advice of the Engineer-in-Chief, large quantities of rails were purchased in 1875. Later the prices fell and in addition a great deal of waste was caused by oxidation. The difficulties were enhanced by an almost undue reliance of the Government on expert advice. A change of policy decided upon by the engineers for permanent construction on Contract No. 15 was carried out in spite of the Government's determination "not to do it." The Premier, against his better judgment, accepted the choice of the Engineer-in-Chief of the terminus at Fort William. This reliance of the Government on advice of engineers, the inadequacy of the advice, and the inexperience of the Government itself, occasioned considerable difficulty with tenders and contractors.

The Governor-General, the Marquis of Lorne, in 1881 came through Port Arthur and Fort William to Wabigon, and from there went by water to Section A west of Eagle River, where he took the train to Winnipeg. The train that took him from Port Arthur was made up of a caboose, box-car and two decorated flat-cars with seats of planks. On our way west, we had dinner between Bonner and Flacon at Twin Lake. Lunch was spread on the grass and each one helped himself. The crew in charge of the train were: J. Costello, engineer; Jack McCartney, fireman; Bob Craig, conductor, and myself as brakeman. We went right through to Wabigon

on the same day. It was a beautiful day. The Governor-General wore a grey suit with a large brimmed grey linen hat, or better known as a "turtle hat". He was a very young man and very hospitable toward us. He was going through to the coast, and was one of the first Governors to see the C.P.R. under construction from coast to coast.

Winnipeg was only a village then, in fact the headquarters of the railway was at Selkirk in 1881. In 1882 the C.P.R. was connected with Winnipeg. Pat Doyle of Glengarry with Pat Purcell, the contractor, my brother Peter and myself were on the train, which was the first train to go through under construction to Selkirk and Winnipeg. The engineer who took up from here to Selkirk was J. Costello, and the late Joe Ryan, fireman. The C.P.R. then took the road over and had to repair and ballast it from here to Winnipeg to put it in running order. A large extra gang was placed on the road, also boarding cars. Then the track was ballasted, raised and lined up, and bridges repaired, and stations, telegraph lines lined up. Water tanks and section houses were built, and at every divisional point a round-house was built to take care of the equipment.

A few notes on the traffic of the Canadian Pacific Railway may be of some interest.

In the year 1882 and 1890, 388,755 passengers were carried, and in 1921, 15,318,358. This shows the increase in traffic and that the railroad was enjoying a fair business. The freight carried from 1901 to 1921 was 7,155,813 to 23,710,606 tons. The grain carried in 1901 was 32,927,468 bushels, and in 1921, 175,506,119 bushels. In 1901 the flour carried was 3,735,873 barrels and in 1921, 11,718,510 barrels. Live-stock carried in 1901 was 945,386 head, and in 1921, 1,612,049 head. You can judge by this that the railway's finances were steadily increasing.

Other items carried in 1901 were 2,906,970 tons and in 1921, 7,018,876 tons. Lumber carried in 1901 was 899,214,646 feet, and in 1921, 2,382,570,398 feet. This shows that all natural resources were showing rapid development. Fire-wood carried in 1901 was 204,818 cords, and in 1921, 204,836 cords.

EQUIPMENT

In 1901 there were 363 conductors' vans, and in 1921 there were 1,337 vans. Locomotives in 1901 numbered 708, and in 1921, 2,255. It shows that the equipment was increasing, and there is a great deal more than that today.

EARNINGS

In 1883 freight earnings were \$3,755,915 and in 1921, \$128,849,445.62. Passenger fares for 1891 amounted to \$5,459,789.50, and for 1921, \$41,565,885. Mail earnings in 1891 were \$516,089.45, and in 1921, \$2,939,258.50. We can see by the mail service that Canada is rapidly developing, and a prosperous future is to be expected.

Railway expenses for 1882 were \$1,148,299.35, and in 1921, \$158,820,114. There is no doubt but that with this great improvement Canada will continue to improve, and this is due to the C.P.R. and other railways of Canada.

The first crop of grain handled from the Western Prairies was handled at West Fort William. The grain was unloaded from the cars to a large shed on the bank of the Kaministiquia River by wheel barrows, and reloaded in the spring from shed to boat in the same manner. I took part in the loading of the grain from shed to boat.

The second crop was handled the same way, only that there was a large shed built at East Fort William, so called at that time, and when the C.P.R. left Port Arthur and came to Fort William, I built the main line from West Fort William to Port Arthur. I took the rails up where we connected the main line at Port Arthur to West Fort William, where today the Canadian National Railway has its main line, and I also put in the first Industrial Site at Graham and Home saw-mill, from where all the lumber at that time was shipped to the Western Prairies. I also put in the first track in Elevator A, which elevator the C.P.R. are asking tenders to tear down.

At that time, when Elevator C was built, we thought we had a wonderful equipment for handling the grain. It was certainly a great improvement to handling it by means of wheel-barrows. How many wheel-barrows would it take to handle the western crop of today? Now we have what we call a modern way of handling grain, and Elevators A and C are completely out of date, as the wheel-barrows were when we built these elevators. We can easily see what Fort William and Port Arthur will be at the Head of the Lakes when the Western Prairies have a population of five to ten millions. These two harbours will be covered by elevators, especially on both sides of the Kaministiquia River from Point Demeurons to the mouth. Then these cities will become the greatest of Western Canada, and also our great prospects of minerals, undeveloped, will build them up. All these great accomplishments were made possible by the building of the C.P.R. and C.N.R. Our future cannot be measured. It is left to every individual to do his bit.

FIRST THINGS IN PORT ARTHUR

BY F. S. WILEY

Lieut. Henry Wolsey Bayfield, R.N., in charge of the survey to outline the shores of Lake Superior, spent the Winter of 1821-22 in Thunder Bay, with the schooners "Beaver," "Otter" and "Mink," employed by him in the performance of this work.

These schooners were owned by the American Fur Company, with headquarters at Presque Isle (Marquette, Mich.) his own ship being below St. Mary's Falls in the Sault river.

This survey was completed during the years 1821-24, and is known as the most remarkable work in the history of hydrography.

The first steamer to enter Thunder Bay was the American ship "Julia Palmer" carrying Thomas Gummersall Anderson, whose mission was to negotiate a treaty with the Ojibway Indians of Lake Superior. This treaty was concluded by the Hon. W. B. Robinson, of Toronto, in 1846 and is known as the Robinson Treaty.

The first British bottom, under steam, to enter Thunder Bay was the tug "Dart," Captain Dunearn McEachern.

The first official notice taken of Thunder Bay was when Henry Gladman, an officer of the H. B. Company, was instructed by the Government to conduct an exploratory expedition from Thunder Bay to the Red River in 1856. His chief assistants were Simon J. Dawson, C.E., and Professor Henry Youle Hind, both of whom submitted valuable reports on Thunder Bay as a harbour.

This expedition had its base at the mouth of Current River, and it was then, and for many years after, known as the Northwest Station.

Work on the construction of the "Dawson Road" was begun by the Government in 1869, then known as the "Red River Road," with Simon J. Dawson, C.E., as superintendent of construction.

Colonel Wolseley (later Sir Garnet) landed at what is now the foot of Arthur Street, on the morning of May 25th, 1870, on his way to the Red River, to quell the half-breed rebellion of that date, having an armed force of 1200 men proceeded west over the Dawson route. Colonel Wolseley named the place Prince Arthur's Landing, in honour of Prince Arthur (later Duke of Connaught) then serving with the forces in Canada.

First Post Office opened in 1870, known as "Thunder Bay," D. M. Blackwood, postmaster. The office was known as Thunder Bay P. O. until March, 1884.

The survey of the village of Prince Arthur's Landing was done by Hugh Wilson, O. L. S., and completed in December, 1871.

The first railway to enter Prince Arthur's Landing was the P.A.L. & Kam. Railway, constructed by the Municipality of Shuniah, for the purpose of connecting with the C.P.R. at the Town Plot of Fort William in 1876.

The C.P.R. was completed to Winnipeg in 1882, and to Montreal in 1886.

The C.N. was completed to Winnipeg in 1903 and to Toronto in 1914.

The first grain elevator was built at Prince Arthur's Landing in 1883 by the C.P.R.

The first Manitoba wheat was shipped through Thunder Bay via Prince Arthur's Landing in September, 1883, being a cargo of 10,000 bushels, on the steamer "Erin", Captain J. Clifford.

The first coal handled for shipment to western points was delivered in September, 1882, by the schooner "F. L. Danforth", Captain Cummerford.

Town of Port Arthur incorporated March, 1884.

City of Port Arthur incorporated March, 1906.

First Reeve, P. J. Brown, 1873.

First Mayor of the Town of Port Arthur, Thomas Marks, 1884.

WHEN FORT WILLIAM WAS A CAPITAL

(From the Montreal Standard)

During the years of trade rivalry and often of open hostility between the Hudson Bay Company and the younger North West Company, the former brought in its goods and carried its furs home to England by Hudson Bay, Hudson Strait, and the North Atlantic Ocean, the route that it is now proposed to restore to commerce.

The North West Company had its base in the east. The principal shareholders of the company, (partners as they were called), had their homes in Montreal, and the goods imported from England to be used in bartering with the Indians were brought to Montreal by ship and carried to the west in canoes, although the first stage of the journey was for many years made in carts. The carts hauled goods nine miles from Montreal to Lachine, at the head of the famous rapids. The two great waterways fork, one part, the St. Lawrence River coming down from the Great Lakes, and the other, the Ottawa River, flowing down from the west, and affording a direct route to the center of Canada beyond the Great Lakes.

The canoes of the North West Company usually proceeded westward by way of the Ottawa River, the Mattawa, over the portage that led to a stream flowing into Lake Nipissing, across the lake, down the French River, out of which they passed into the Georgian Bay of Lake Huron. It was the route that Champlain had followed in his first visit to the Great Lakes in the autumn of 1615, and it is the route along which some day may be constructed the Georgian Bay canal.

Having reached the Great Lakes, the flotilla of the North West Company, heavily laden with goods and supplies, skirted the north shore, threaded its way among the islands of the north channel of the Georgian Bay, entered the straits, and so came to Sault Ste. Marie, where the company maintained a large trading post. Then the flotilla passed into Lake Superior, and after much toil at the paddle, came to the Head of the Lake and entered the Pigeon River flowing from the west.

Not far from Lake Superior, rapids obstruct the navigation of the Pigeon River. Here was the Grand Portage, which led from the head of navigation on the Pigeon River to the beginning of navigation on the waterway made up of Rainy Lake, Lake of the Woods, and several other smaller lakes and their connecting rivers. The large canoes in which the goods were brought up from Lachine, did not go beyond

the eastern end of the Grand Portage. Over this long and rough portage the goods and supplies were carried by the hardy voyageurs from the east to the west, who met here during the early weeks of each summer.

At the western end of the Grand Portage, the goods were loaded into the smaller canoes used on the western waterways, and transported to the vast prairie region of the central west. The journeys of some of the voyageurs who each summer set out from the Grand Portage did not end until the voyageurs were among the foothills of the Rocky Mountains.

The days of greatness of the Grand Portage came to an end. The country to the south of the Great Lakes became part of the United States, and for some distance west of Lake Superior the Pigeon River became the international boundary, being on the south side of the river, the Grand Portage ceased to be British territory, and the North West Company began looking about for another base on the Great Lakes.

In 1785, the company sent out an engineer named Edward Umfreville, to find a site for a new fort and trading post on British territory. He travelled far and visited many places, but found none that he thought more highly of than the banks of the Kaministiquia River, which enters Lake Superior about twenty miles to the northeast of the mouth of the Pigeon River. Because of the certain commanding advantages this spot was selected as the site of the new fort. The River was found to be deep, easy of access from the Lake, affording a safe and spacious harbour.

And so the North West Company established there a base, on the Great Lakes, and called it Fort William, in honor of William McGillivray, the principal partner of the company, as a shareholder was called. Where that fort and fur trading post were built almost a century and a half ago, now stands a busy city, one of Canada's chief grain ports on the Upper Lakes, and the seat of thriving industries.

EARLY DAYS AT FORT GARRY

BY JOHN CHRISTIE

Few people who visit Winnipeg to-day, and see the beautiful Hudson Bay Company store, costing about six million dollars, have any idea what Old Fort Garry was in the early days. In 1830 the northern department council held at York Factory passed this resolution, "The establishment of Fort Garry being in a very dilapidated state, its situation not sufficiently central, much exposed to the spring floods, very inconvenient in regard to the navigation of the river and in other points of view, it is resolved that a new establishment to bear the same name be formed on a site to be selected near the lower end of the rapids for which purpose tradesmen be employed or the work done by contract as may be found most expedient, and as stones and lime are on the spot these materials be used, being cheaper and more durable than wood."

My grandfathr who was then chief factor in charge of York Factory was appointed Governor of Assiniboia, and Chief Factor in charge of the Red River District, under Sir George Simpson, Commander-in-Chief of the Hudson Bay Company.

During 1835 and 1836 instead of abandoning the commanding site at the forks of the Red River, he erected thereon a fort of stone with a frontage of 280 feet on the Assiniboine River and a depth of 240 feet, with high bastions at each corner loop-holed for musketry, and pierced for cannon, with neat and substantial stores, dwellings, offices and barracks therein. Afterward, to the stone fort he added, during his second term as governor, a square about equal in size in the rear of the stone part, the wall being of big square logs laid horizontally and pinned together. The only remaining part of Fort Garry now in existence is the old stone back gate of the otherwise modern addition to the stone part, built in 1835 and 36. Many people living in Winnipeg to-day are of the opinion that the gate now standing was the front gate of Fort Garry. This is erroneous as in later years a larger building in the rear of the Fort was rented to the government which was used by Governors Archibald and Alex. Morris as their official residence and this time-honored gateway was their entrance.

Just fifty years ago this June, I entered the gates of Fort Garry as an apprentice clerk, and was in residence at the Fort from 1874 to 1882 when I was appointed to the accountantship of Norway House District. Fort Garry was

just like a little town within itself. The Company had their own blacksmith, tinsmith, carpenter, etc., and everything was run just like a disciplined army. There was a mess for the clerks, and a mess house, mess for the men, and everything was in apple-pie order, and everything went by bell from seven A.M. to six P.M., when all hands quit work. (You might be interested to know that while you were working in the office, the fire alarm bell would ring, and all hands would dash.) Altogether, three generations of the Christie family have given something like two hundred and fifty years of their lives to the interest of the shareholders. Upon the formation of the Northwest Council of Canada my father, who was then inspecting chief factor was, along with Donald A. Smith and other gentlemen of high standing in the country, appointed a member, and as such became entitled to the courtesy title of "Honorable."

When my father retired from the service in 1874, he was selected by the Prime Minister of Canada, as one of the Commissioners to make the treaty with the Indians of Saskatchewan. The other members of the commission on that memorable occasion were the Hon. David Laird, Minister of the Interior, Hon. Alex. Morris, Lieut.-Governor of Manitoba, and the Hon. James Mackay.

NE-NAW-BO-ZHOO—MIGHTY MAN

BY IVAN SWIFT

(From the Dearborn Independent, through
the courtesy of the Editor.)

Our Ojibway neighbors have been imaginative children of nature weaving fabrics of pretty legend and religious myth. They too, have striven to answer the eternal question of who we are, whence we come, and whither we are bound and who and where is God.

Not knowing even the little that science has taught, nor being read in oriental visions and prophecies, they have woven quaint fancies and consistent allegory. They have their maker and doer of all things good and bad, and of all things not otherwise explained. The heart of their mythology, their mighty man on earth, about whom most of their legends gather, was Ne-naw-bo-zhoo.

The story is that the great and invincible deity, Gitch Manitou, would have a son to rule the earth for his people. A virgin lovely and faithful, the sunshine and angel of the tribe, abode with her grandmother. To her the good spirit came, and she was delivered of two children, the first, Ne-naw-bo-zhoo, the wonder child, the wizard, the other his brother, the stone boy, an inhuman monster whose birth cost the life of his mother Spring-Wind.

The stone child fled to the woods and became a wanderer on the face of the earth. When Ne-naw-bo-zhoo had grown to manhood and heard the story, he vowed to pursue and destroy the stone man and thus avenge the death of his mother. Through ages of hardship and perseverance Ne-naw-bo-zhoo prosecuted his task, often approaching so near to his stone brother as to strike pieces of flint from the unnatural body, thus causing a flash of lightning and a roll of thunder. In this way the flint stone was scattered over the face of the earth and proved a blessing to the early arrow makers and fire burners.

At last the stone man was overtaken and laid low on the lakeshore near Grand Traverse Bay, and the body lies stretched there a mass of flint, known as Stony Point, forever a monument to the valor of Ne-naw-bo-zhoo.

Wabanossa, son of the chief councillor of the Garden River reservation, and himself, the greatest Pau-pau-kee-wis of the Hiawatha drama, thus tells the story:

“When I was a small boy, I heard story from my grandfather. He was old man, die long time ago. I wish I can remember all them story. He tell me about Ne-naw-bo-zhoo.

“Ne-naw-bo-zhoo was great spirit, very little, very big. He do everything good, everything bad. He make the sun come up. He make the rain. He freeze over the river. He can change to beaver, or bear, or mouse in a minute. He is everywhere all the time. He chase his brother all round the world. He make the willow red for boxes and baskets. He make the wa-quit to grow on the rock for food in the winter. He whip the maple tree to turn syrup to water so his people have to work for it. He split the birch bark, and make the pitch in the pine tree to use for canoe and water bucket. He make the rabbit, wa-boose, to sleep with his eye open, and the blue jay to cry out some danger in the woods.

“He is always hungry. One time he invite all the duck to dance in his lodge. Then he tell them to shut their eye and dance hard to keep warm. After while they get dizzy, and Ne-naw-bo-zhoo grab up and ring their necks. Bimeby one duck open his eye little bit and see that. He scream, ‘Ne-naw-bo-zhoo is killing us. Everybody fly away.’ Ne-naw-bo-zhoo kick him and break his back down so he can only dive but not fly. So he is great diver after that. His name is called Sing-ge-bish, hell diver.

“One day, Ne-naw-bo-zhoo say to his wife, ‘We got no food. We go call on Mr. Woodpecker.’ They go. Mrs. Woodpecker clean out big kettle. Mr. Woodpecker put two bone in his nose and red feather on his head. Then he climb up tree and peck with them bone. Bimeby nice fat coon fall out that tree. They have good dinner. Gone away again. Ne-naw-bo-zhoo he forget his glove on purpose. He call back to send boy with his glove to-morrow.

“To-morrow come. Mr. Woodpecker think there is some trick. He tell his boy be careful. Don’t go in Ne-naw-bo-zhoo tepee. Boy will throw glove. ‘No, no,’ Ne-naw-bo-zhoo say, ‘Don’t throw glove. Get wet in the snow. Come here with glove.’ Boy go near. Ne-naw-bo-zhoo say, ‘Your father good to give dinner. Tell your folks come to my tepee to dinner to-morrow. We got lots to eat.’ Boy go away. Next day Woodpecker family come to Ne-naw-bo-zhoo to dinner. Mrs. Ne-naw-bo-zhoo clean big kettle. Ne-naw-bo-zhoo put red leaf in his hair, and two deer bone in his nose. Then he climb tree and peck hard in tree like Woodpecker. Bones go through his head. Everybody laugh. Woodpecker say, ‘What you do? Kill yourself? Let me show you how to do that.’ Then Woodpecker take bones, climb up tree, peck lot holes in tree. Make nice music in woods. Bimeby coon fall out like before. That’s what Ne-naw-bo-zhoo want. He gets good dinner again.

“First place Ne-naw-bo-zhoo had big black dog called Thunder. One time dog go down to lake to drink water. He didn’t come back. Sea god suck him in I guess. Ne-naw-bo-zhoo was pretty mad. He take sharp spear, get in boat, go out on lake. He cry out, ‘Sea God, I defy you. I defy you. You steal my Thunder dog. I defy you, Miche-la-ne-gwe!’

“After while big fish come up—smash them boat all sliver. He swallow Ne-naw-bo-zhoo whole. Ne-naw-bo-zhoo hang on to his spear. When he is inside he stick spear in whale’s guts. Whale go crazy, swim round, make big waves. (Now eh lake make big waves Indian say, Miche-la-ne-gwe—he’s mad.) Bimeby big fish run up on shore—Ne-naw-bo-zhoo come out—run away.

“After while all sea animal want to come up on sand to get sun, but Sea God he’s afraid of Ne-naw-bo-zhoo. He send sea serpent out to look for Ne-naw-bo-zhoo. Bimeby sea serpent come back, and say, ‘I see only black stump on beach. I don’t see Ne-naw-bo-zhoo.’ Sea God say, ‘You go wind roun the stump,—squeeze tight. May be Ne-naw-bo-zhoo.’ Sea serpent go out. Wind round stump—squeeze tight. Ne-naw-bo-zhoo pretty near squeal, but he don’t squeal. Sea serpent go back and say ‘He don’t squeal.’ Then Sea God send sea tiger to stump. Sea tiger go, scratch head in stump. Ne-naw-bo-zhoo pretty near cry this time, but he don’t cry. Tiger go back, say ‘I find only stump. I don’t find Ne-naw-bo-zhoo.’ Then all the sea animals go out on beach to get sun. They have nice picnic. Bimeby sharp arrow come from stump, hit big polar bear in side. Then they know that this is Ne-naw-bo-zhoo turned into stump. He have to run away. Bimeby he meet Mr. Frog on road—look like doctor, eyeglass, medicine case, thermometer, I suppose. Ne-naw-bo-zhoo he say, ‘Nice morning. Where you go to-day?’ Dr. Frog say, ‘Polar Bear get hurt. I go doctor Polar Bear.’ Ne-naw-bo-zhoo don’t like this very much, so he kill Frog, take off his skin, put on himself, go doctor Polar Bear himself. When he get there he say, ‘I have to pull out arrow little bit every day. Then you live.’ But this medicine man, he push in arrow little bit every day. Polar Bear die. Ne-naw-bo-zhoo take bear skin and run away.

“Then Sea God know that he got quack doctor. He’s pretty mad. He makes big waves to run all over the land to drown Ne-naw-bo-zhoo, so he don’t make some more trouble. Bimeby Ne-naw-bo-zhoo meet Mud Hen. He tell Mud Hen to drink up the waves so he can get away. Mud Hen try to drink up the waves. Bimeby she’s too full, she bust. Then waves go on again. Ne-naw-bo-zhoo he run fast, he’s pretty tired. He see Badger dig hole, fill up hole behind with dirt. Ne-naw-bo-zhoo tell Badger take him in hole till wave go over.

Badger take him in all right. When he come out, he is glad he don't drown. He throw Polar Bear skin on Mr. Badger. (After that Badger always have white stripe all round.)

“Bimeby water all over the earth. Ne-naw-bo-zhoo he's got no land to be king. He build big boat, take in all animals, birds, everything he's got. Long time he float round on big water. Bimeby he call Beaver, He say, You best diver in world. You go down get some dirt, I have to build another world. Beaver he bite on that nice words. He dive down. Bimeby he come up, all puff. He's dead. Few days more, Ne-naw-bo-zhoo call Muskrat to go down get dirt. Muskrat go down long time. Bimeby he come up dead, but Ne-naw-bo-zhoo see she's got one little paw close tight. He open little paw,— he find some dirt hold tight in little paw! That's way he make another world. Land God, and Sea God, don't fight much now, any more.”

THE MOUNTAIN CHAPEL

BY EUGENIE ROBIN

On the first of September, 1885, as shown by the Mission records, the Rev. Father Joseph Hebert, of the Society of Jesus, then Superior of the Indian Mission across the River, at Fort William, chose the site on Mount Mackay, for the erection of a sanctuary, dedicated to the Sacred Heart, which was to serve as a place of annual pilgrimage. In the same records we also find that there were pilgrimages to that site on the 9th of September, 1885, the 2nd of July, 1886, and the 24th of July, 1888. It was not until the 10th of September, 1888, however, that the erection of the chapel was commenced. The chapel was built by the Indians of the Mission under the supervision of the Rev. Father Hebert, Mount Mackay stone being used in its construction.

The site selected on Mount Mackay by Father Hebert was a truly enchanting spot situated on a plateau, in the solitude of the mountain side, where a solemn stillness pervades. Here the people of the Mission and others made their annual pilgrimage and held service in the chapel. This pilgrimage was one of the most delightful imaginable. I have one in mind at which I was present, one beautiful June day, in 1902, Friday the 13th being chosen.

Leaving the Mission at 6.30 a.m. accompanied by Sisters St. Philip, Magdalen, and Catherine of St. Stanislaus, Fort William, and Sisters Ignatius, Ambrosia, Matilda, Dionysia, of the Mission, Father La Marche, and Brothers Lemure and Langevin also of the Mission and Brother Rousseau of St. Patricks, some Indians and a few whites from this side of the River, we began to march to the foot of the mountain, ascending by a winding path with shrubbery on either side through which shone the bright light of the morning sunshine until we reached the plateau where the chapel stood under the shadow of the summit rock. There service was held by Father La Marche, which lasted nearly an hour. After mass came the hours of recreation, with laughter and mirthful chat. Lunches were spread, and sitting in the sheltered spot on that beautiful mountain land overlooking the surrounding country, lunch was enjoyed to the fullest extent as only those who have taken this trip can imagine.

After the luncheon hour a few of the party attempted to climb to the summit. The ascent was sharp and tedious, but once there, a glorious view was obtained. The lookout was grand. Yonder in the sunlight reposes Thunder Bay,

along through the country runs the Kaminstiquia River, in a serpentine course. A panorama of the town and surrounding district spread before us. The air was pure and clear. From the summit the splendid voices of the Brothers with a few of the Indians said hymns to which those from the chapel below responded. The sounds of their voices echoed through the silence of the woods. The celestial home seemed nearer than elsewhere in this quiet peaceful solitude. Much as we admire scenery arranged by the hands of man, for beauty and soul inspiring scenery, it seems naught to be compared to that wild rugged scenery where nature reigns supreme, where no puny hand of man has dared to invade its sacred precincts.

We descended again to the chapel to join our companions and there was amusement awaiting us which was strange to some of us who had not attended before, and which I will try to describe.

The Indians had a peculiar habit of giving Indian names to the whites who attended any of their gatherings in the woods or mountains for the first time, and the few whites, whose attendance was the first, were each to be given a name. I, in company with another and an Indian woman guiding us by the hand, marched around to the tune of an Indian war song, while we were given our names in Indian. Father La Marche having a knowledge of the Indian tongue translated the meaning of the name into English. Nassigipigog, Light of Day, was the picturesque name given me. I cannot recall the other names but they were all equally interesting. This ceremony was amusing in the extreme. Nevertheless, amusing as it was, one of the Sisters, a gentle nun then at St. Stanislaus school, could not be induced to go through this performance, those peculiar Indian customs held no charm for her.

I must not dwell longer on the enjoyment of this journey; it must be taken to be appreciated, and it was with reluctance that the word was passed down,—“All ready for home!” Gazing on the landscape from the mountain brow, we took a parting glance at the sylvan beauty of the scene below, and retraced our steps homeward, fatigued but having enjoyed the journey immensely, with a longing desire to return again to this enchanting spot in nature's solitude.

Alas, many changes have taken place since the beginning of our story. The chapel is now only a memory, for with the removal of the Mission to make way for the progress of our growing city, the mountain chapel was abandoned and only the ruins now remain. Thus one by one, Fort William's historic landmarks are disappearing.

REMINISCENCES OF A VAGABOND

BY FRED M. DELA FOSSE

1883 and 1884

I am not really a vagabond, although for the space of a year and a half I deliberately cut loose from the hum-drum existence of a life in the backwoods in order to see something of the world outside. Perhaps it will amaze my readers to learn that fifty years ago the wilds of Canada were filled with newcomers from England who had arrived in Canada filled with the high purpose of carving out homes for themselves, and who brought with them not only considerable sums of money but an education and trained intelligence somewhat higher than is generally credited to the ordinary backwoodsman. They were mostly men from the great English public schools, trained for nothing in particular, but whose early hopes for the army or navy had been dashed to the ground by their inability to pass their examinations. Nine-tenths of them were remittance men and right well they lived up to the traditions in which they had been reared by spending all their money in order to give themselves airs in the new community. I am not ashamed to say that I was a remittance man and that I spent all my money, because it was one of the best things that ever happened to me as it forced me to rely on my own resources at an age when I was forceful enough to strike out and do something. It would take too long and has nothing to do with the particular phase of my travels and adventures which I am here recalling to give an extended account of the manner in which I reached Port Arthur. It will be sufficient to say that after spending four years and a half in the wilds of Parry Sound, during three of which I had paid a gentleman (an Englishman) £100 per annum to instruct me in the mysteries of chopping, logging, and a few other useful but unlucrative pastimes, I sickened of the monotony and mosquitoes and determined to pass a short time in travelling through the North-West Territories. I had spent nearly all my money so I determined to hire out with a surveying party to survey townships in the Province of Alberta. After a summer's work we found ourselves back in Winnipeg, stranded for want of money, owing to our surveyor having departed for parts unknown and taken his money bags with him. It was then the month of November, the weather was decidedly cold and as I had no cash to buy warmer garments I was compelled to parade the streets of Winnipeg day after day, seeking work, in clothing that was

decidedly the worse for wear and ill-adapted to withstand the biting breezes of that region. I had a friend, named Hall, who hailed from Sutton, on the shores of Lake Simcoe, and who was in the same predicament as I was, being out of work and penniless, and I remember how we used to trudge the streets day after day, and slide into bar-rooms in order to get warm at the stove when we found the temperature outside too frigid for comfort. I like to recall those days because I have always treasured the memory of kindnesses I received from men whom I casually met in my wanderings through the city. One of these was a young fellow called Frank Lean, an Englishman, like myself. We discovered a bond of unity in the fact that I had been at school with a connection of his, named Church, a son of Florence Marryat by her first marriage. She afterwards married Colonel Lean, father of my friend. Many were the tales that Lean told me about the novelist. Through all the intervening years I have treasured Lean in my memory as one of the truest-hearted and kindest friends I have met. After I left Winnipeg I lost sight of him and have never heard of him since. But I met many others, some of them scions of the nobility, others ordinary individuals like myself, but all gripped by the same demon of unthrift, those who had money drinking themselves to death and those who had none preying on those who had. There were a choice few who held aloof, but they were in the minority. I am thankful to say that I never had an overweening love for liquor so I survived the ordeal, not through excess of virtue but simply as, Dr. Johnson would have said, through stark insensibility. After a winter of discontent during which Hall had been lucky enough to land a job of carrying clothes round for a laundry and I had obtained more strenuous employment by taking a job of bucksawing wood in the backyard of a German Jew, named Shantz, from Berlin (Kitchener) we met together to discuss ways and means. Our conference led us to apply at the C.P.R. offices for work down the line, on our way homewards. We were given employment, with free passes to get to our destination, at the Plot, now Fort William. On counting up our worldly wealth we found it to consist of 75 cents, all of which belonged to Hall, as I had been bucking cordwood for my board and lodging and had nothing. We agreed that we could make the 75 cents do till we got to Fort William and that by purchasing that worth of gingerbread and washing down our meal with water we would feel the equal of the wealthiest in the land. Gathering our worldly possessions together and bidding an affectionate adieu to my generous hearted employer who was kind enough to tell me that he was sorry to part with me and

would take me back at any time, I shook the dust of Winnipeg from my feet, determined that the next time I landed there it should be in very different circumstances. We managed to keep body and soul together with the gingerbread and when we got to our destination at "The Plot," as Fort William was then called, we were told off to shovel coal on the C.P.R. trucks, and advised to board at the Neebing House, a big white-painted wooden structure, standing close to the banks of the Kaministiquia River. That was really my first introduction to the truly seamy side of life. The beds were beyond measure filthy, and the company was worse. Amongst an agglomeration of Swedes, Russians, Negroes, Dagos and out-at-elbows Englishmen, Hall and I soon found our lot was not a happy one. After two days heavy shovelling on the trucks my right hand developed a felon and I had to rely on Hall to lend me money enough to keep going till I was well again. He obtained work for the two of us in cordwood camp run by Graham and Horn, steamboat agents and wood merchants and after a few days helping in the kitchen I went into the woods and started chopping wood. I was an adept at chopping as I had already had three years or more experience of it in Parry Sound so it was not hard for me to earn enough to pay Hall back what I owed him and pay my board bill besides.

We put in a strenuous time in that camp as the choppers were an unruly outfit and would fight at the drop of the hat. I had an early experience of this when I got into trouble with a man who had stolen my socks. They were the only pair I possessed and I had deposited them under the stove to dry when I came in from work at night. When I looked for them I found them covering the pedal extremities of a giant named Jim McGrath. Not to enter too closely into details I got back my socks, but only because Mr. McGrath was so astonished at my hardihood in bearding him that after throwing me over his head on to the red-hot stove (he was the champion wrestler of the neighbourhood) he put me on my feet and handed me over the socks. "Young man," he remarked, "You've took me when I'm feelin' good-natured; if you'd took me when I was feelin' real ugly I'd have knocked the daylight out of you.—Here's yer socks." As I was only anxious to regain my belongings, I was quite pleased when he returned them. He always took my side afterwards and helped me out of many a tight place with the other ruffians in the camp.

We managed to put in the winter fairly comfortably and then, thinking we would better our condition, hired further up the river to chop wood for Sheriff Carpenter. As my

memories of Sheriff Carpenter and of his son are not particularly pleasant ones I shall only say enough to remark that both Hall and I were very pleased when we bade that gentleman and his enterprising son farewell. We were both compelled to carry our trunks down the line towards Port Arthur and seek another boarding-house as the Sheriff, genial gentleman had told us that we needn't hope to pass the night in his establishment seeing that we had thought fit to give warning and we were therefore no longer in his employ.

I can see ourselves now, each carrying a trunk on his back, wending our way down the road to Port Arthur looking anxiously for any sign of a boarding house to rest our tired bones. Ten o'clock at night is scarcely a propitious time for seeking an abode and we found ourselves compelled to pass the night sitting on our trunks by the side of the road, sleeping as well as we could in that uncomfortable position. Hall was getting pretty well fed up with this vagabonding and yearned for home and a bath. He said to me, "Look here, DelaFosse, aren't we two blazing idiots to be voluntarily cutting ourselves adrift from civilization in order to see how the other half lives? As soon as I get to Port Arthur I'm going to write for money to go home." I was more than half inclined to agree with him but the lust for adventure was strong within me and I told him that though I would be sorry to part company with him I intended to put in one year at any rate before I returned to the backwoods.

We trudged into Port Arthur next morning and with what little money we possessed we purchased bucksaws and saw horses and started soliciting jobs in the back yards of the wealthier residents. By night-fall we had managed to strike employment and also to gain an entrance into a passably clean boarding house, not one of the sort that charged ten dollars a week but clean and cheap nevertheless.

We used to sally out every morning with our saw horses on our shoulders and at the end of a few weeks were fairly conversant with the back premises of the houses of the Port Arthur gentry. But this was Hall's expiring effort. He wrote as he had threatened to do and on receiving money from home took the first steamer back to his people. We parted from each other with regret. He had been a good friend to me and possibly I had been a fairly good friend to him, but it was hard work saying good-bye to him. Henceforth I was thrown entirely on my own resources, and in order to make assurance doubly sure that I should have to work in order to live I deliberately sent home a Letter of Credit for £25 which a compassionate uncle had remitted to me from England.

I sometimes felt sorry that I had succumbed to such a fit of exuberant self-reliance. However, as events turned out, such a token of independence did me good with the powers at home. My first act after bidding good-bye to Hall was to hunt around for something more elevating and remunerative than sawing wood. I had always had a penchant for writing and immediately on my arrival in Port Arthur got busy and indited one or two poems for the periodical of that day, the Port Arthur Sentinel. They were accepted, with many thanks and no cash but through their agency I became acquainted with Mr. Stilwell, an Englishman, who was then owner or editor of the paper. I shall never forget my first meeting with that gentleman. He had been pointed out to me as editor of the paper so I made bold, one day, when I had my sawhorse on my shoulder to accost him and ask him if he could oblige me with some literary work. After talking a few minutes he was kind enough to say, "I see that you are an Englishman, like myself, and of course I am always anxious to help a fellow-countryman; in this case more particularly so as I see that you are a man who has not been brought up to saw wood. Come round to my office at 5 p.m. and I shall have a literary job for you." I thanked him heartily, and he said with a magnificent gesture, "Don't mention it, my dear fellow, pray don't mention it—it will be one of the happiest days of my life if by any means in my power I have been able to help a man in distress."

I was in no distress but I did not think it necessary to enlarge on that point and hastened to bedeck myself in all the finery I possessed in order to present myself in a becoming manner at the office of the paper. Having nothing much beyond a clean collar and a dirty shirt and trousers, I went the round of my friends and managed by dint of great effort to collect together a complete outfit. It was a variegated assortment. A pair of trousers from a man called Gavey, who was 6 feet 5 and abnormally thin, a shirt from a man who took a 16 collar, and a red tie, brand new, from a freckle-faced youth lately arrived from Ireland. When I look back at that time I see elements of humour in it, but I was in a very serious mood and most strongly imbued with a sense of my importance when I arrived at the office arrayed in my borrowed plumage.

I waited patiently and after about fifteen minutes, Stilwell came into the room and saw me sitting in his editorial chair. "What the?—" he exclaimed, but recognizing the occupant of his sanctum, he added, "Oh, yes, DelaFosse, you've come for that job haven't you?" I purred in a pleased manner that I had. "Well," he said, "I am afraid that you

won't find much in it at first but you know, one has always to begin at the beginning and climb upwards to the stars. That's the way I had to do and look at me now" and he puffed his portly frame till it resembled a barrel. "Now," he continued, "what I want you to do is to carry these papers round town. The pay won't be much as we are not able to pay as much as we would like but there is always a chance for a raise for a good man." I was aghast—all my dreams of blossoming out as an editor and influencing the world faded out into the ewigkeit and it was with a very crestfallen look and humble voice that I asked him how much there was in the job. "Well," he remarked, "seeing that you are not like some of the useless young devils I've had round me lately, I'll make it worth your while and say \$8 a month, without board." My first impulse was to tell Mr. Stilwell that his overwhelming generosity was too much for me and that I could not possibly bring myself to accept such a munificent offer, but on second thought, seized with the spirit of adventure and seeing that I knew nobody, I said, "Well, I'll try it for a week anyhow—give us the papers."

I only lasted one night. In the course of my round I had to enter a grocery store, and had laid the paper on the counter and was just turning to go out when the elerk espied me and called out, "Say, young feller, is that the Sentinel?" I blandly replied that it was. "I've a blamed good mind to kick you" the youth shouted, "that paper hasn't been delivered for six weeks past." "Oh, indeed!" I replied. "Get out of here" he cried, "and don't you sauce me." "I'm not going to get out of here" I answered, "until I have found out whether you can kick me out." There were no more papers delivered that night. In less time than it takes to write we were having a rough and tumble fight on the floor and the evening's edition was scattered about in every portion of it. First one, then the other would be on top and we rolled about and mauled each other in the most approved style of ruffianism. Finally, we rolled right out of the store into the street and fought in the gutter. In about five seconds a howling mob had collected and I was told afterwards that amongst them was the Chief of Police, an Irishman of the name of Burke, who was enjoying the spectacle as much as anybody. It was only when an old lady came along and tapped him on the shoulder and told him that he ought to be ashamed of himself, allowing such goings on that he took a hand in the game and with the aid of one or two bystanders dragged us apart. He was a fine chap, was Burke; all he said when we were separated was, "Get away as quick as you can." We took him at his word—The clerk vanished into the store and I sneaked up a

bye street to my humble lodging. We were a terrible sight, both of us, covered with mud and gore and our clothing ruined. I am happy to say that when brighter days dawned for me I was able to make the acquaintance of that clerk and found him not such a bad fellow after all. Next morning I went to Stilwell and told him that I resigned the job. I said that I was not yet fully qualified to fight in the prize ring and that when I did I would do it under different auspices. What he needed was a John L. Sullivan on the staff. I sent him a piece of verse afterwards which he did not publish, to emphasize my ideas on the subject.

I returned to my sawing, finding it infinitely more lucrative and free from strife. I had an uneasy time of it with my friends when I had to inform them of the damage to their clothing. They were inclined to be nasty about it and said unkind things and wondered when I would be able to make good the injury. However, I was able to pay them back in a short time as another letter of credit happened along and I was able to indemnify them. After some months of buck-sawing I had the good fortune to meet a Mr. Furlong, a Land Surveyor, who was interested in surveying mining locations and having made known to him my desire to obtain a change of employment he very kindly offered me a place with him on his surveying staff. This proved to be the end of my financial worries for he paid me \$3 a day, one dollar more than any of the rest were getting owing to the fact that I was an expert chopper, which was what he was in need of.

But my adventures in Port Arthur were by no means over. I had made friends with a Mr. Romaine Winans, a gentleman of roving proclivities with a wide knowledge of liquors, who, like myself, was on his beam ends and taking whatever job came into view. We lived together in a little lodging house where we hired a bed room and took our meals wherever it pleased us. Winans sometimes came with us on short surveys, if he was fortunate enough to be in a healthy condition when we started on our treks, but as he so often celebrated the good luck of landing a job by getting drunk the night before we often had to go off without him.

We often left poor Winans at home. We were away about two weeks engaged on a survey in the vicinity of the Rabbit Mountain Silver Mine, which was owned by a half-breed of the name of Oliver Daunais, under whose auspices the party was engaged in making further locations. Daunais was with us and so was his father-in-law, an Indian chief, a fine old man of the name of Cheeataw, a Chippewa. We had a fairly strenuous time on that survey, and I shall never forget having to carry a man on my back $7\frac{1}{2}$ miles through the woods to

the nearest camp. He had severed an artery with an axe and if it had not been for my knowing enough to make a tourniquet by means of my handkerchief and a stick he would have bled to death in the woods. He weighed 180 pounds and as there was no road and I had to make my way over hill and dale, through swamps and across rock-strewn rivulets, and sometimes even over gorges where a single tree felled across proved to be the only bridge it may be gathered that it was a real task. It took me all day, but I accomplished it and had him landed safely in the Port Arthur hospital which was situated at the foot of the Ridge and was under the care of the Roman Catholic Sisterhood.

My memories are very keen of that particular survey because on my return I took my washing to a Chinaman to get washed. He handed me a piece of paper with some hieroglyphics on it and I went home happy. At the end of the week I went for my clothing and was handed back a handkerchief and a collar which did not belong to me. As the Chinaman could not talk a word of English and I was equally ignorant of Chinese our palaver came to nothing and I invoked the aid of my friend the Chief of Police in the discussion. Nothing came of that either and the Chief told me that I had better be content and not sue him as nobody could understand the man anyway. On my remarking that I didn't see why a Chinaman should be allowed to go scot free after virtually robbing a man, he said pleasantly that the best thing I could do was to take it out of his hide and he guessed the magistrate would treat the thing leniently. Common assault was so common in those days, owing to the squabbles amongst the navvies that a mere misunderstandings in which a Chinaman might get his head broken was looked upon as a joke; a good thing for the Chinaman in showing him that he was in a free country. He could steal your clothes and get off with them and you could, on the other hand, retaliate by breaking his head and get off with that. I went home in a very dejected frame of mind and poured out my woes into Winans' sympathetic ear. "Leave it to me, old man" he observed, "I'm not going to see you stuck—just watch your uncle." He went out and I settled down in a chair to cogitate over the matter. In about half an hour an emissary from the Police Court presented himself at the door and handed me a note. It proved to be from Winans, telling me that he had been landed in jail for turning the Chinaman's laundry upside down and turning the Chinaman himself into the road. He asked me to come and provide bail for him so that he might be able to get home and have his tea in peace. I went to the Police Court, and didn't have much trouble in arrang-

ing with my friend the Chief to let Winans out of the cells. He appeared next morning before the magistrate and was let off with a small fine. In speaking to me about his experience at the laundry, he said that he had got so tired of trying to make the Chinaman understand what he wanted that he simply took him by the scruff of the neck and threw him out of doors and then proceeded to gather up such articles of attire as he thought I might require in order to make good my loss. As these would have been the property of various unknown individuals it seemed hardly the proper method of procedure. However, the matter blew over but I never got my clothes again.

A very interesting man whom I met on my varied excursions into the woods was a Captain Walpole Roland, a retired English army officer. He was a friend of Furlong's and used to be of some service to him in an engineering capacity. At that time Captain Roland was a man of about fifty-five years of age, slight and sinewy, and with a decided taste for strong drink. He had had many hairbreadth escapes in the wilds, among others, he had been the sole survivor of a landslide in the vicinity of James Bay. He had also had a narrow escape from death in attempting to cross from Red Rock to the mainland, a feat which he accomplished successfully, but his dog was drowned. To-day, after so many years interval I learn that Captain Roland is still alive, and hale and hearty after passing his hundredth birthday.

Another good friend of mine was George McVicar, whose death I noticed in the papers a few years ago. He was an old-timer at Port Arthur and I think was a near connection of the Moberly family or of the McKellars. Then there were Russell, the land surveyor, and Frank and Tom Keefer, lawyers, and Wink, also a lawyer, Munro, another lawyer, and Neil McDougall, a well known resident of the town. I remember being invited to a dance at his mother's house and going in a pair of trousers and a dress coat borrowed from my six foot five friend, Gavey. It was an awful ordeal as when I entered the room to make my bow to Mrs. McDougall, the strain proved too much for my attire and I had to spend the rest of the evening with my back studiously kept to the wall, for fear of exhibiting the damage done to my unmentionables. As a wall flower I proved a success for I talked to two or three ladies who seemed astonishingly lacking in partners, and apparently glad to have someone to talk to. It was a great night.

My memories of Neil McDougall and of Munro are most vividly connected with a certain First of July celebration when all sorts of sports were arranged for the proper

observance of the day. It has to be remembered that at that time Port Arthur was a very differently constituted place from what it is to-day. The town was simply over-run with navvies as the C.P.R. was in course of construction. The bars were wide open and there was a very considerable sprinkling of desperate characters. It can easily be imagined, therefore, that a First of July celebration was altogether likely to be a very lively observance. Amongst the sports on the programme was a swimming race from dock to dock and back again, and there were also rowing and canoe races. The docks were simply jammed with navvies and other onlookers. In those days I was somewhat of a swimmer and the navvies also boasted a man whom they looked upon as a champion. Excitement ran high. Only my own immediate friends knew my capabilities and they bet generously on the result of the contest. About twenty of us started in the race and only three of us kept on as soon as the swimmers struck the water. For sheer iciness commend me to Lake Superior water. I never felt anything like it in my life except when I broke through the ice once and was immersed up to the neck. The race then lay between a man named Paul Giroux, an athletic individual who had once trained Hanlan, and myself. The third man was a negligible quantity, whose name and personality have escaped my memory. It was a fast race. We had to go fast in order to keep the circulation going. To make a long story short, I won by a handsome margin, but for the balance of the day I was kept well in the background. We were informed that a bunch of roughnecks who had bet on the wrong man were determined to get hold of me, so my friends hid me away till the excitement had died down. I was pitted against Neil McDougall and Munro with Paul Giroux, I think for my partner, in a canoe race, but they were too good for us and beat us handily. Perhaps, if either of the gentlemen named sees this item the event in question will be brought again to their memory.

Amongst my other recollections of Port Arthur is a very vivid one of a man called Barrett with whom I used to room in a little dwelling on Water Street. He was a terrible drinker and there were all sorts of pledges pinned up on the wall in our room, which poor Barrett had taken at various times and had systematically broken. He was in the throes of another effort to ban drink when I met him and I can remember so well when I first entered his room being struck with the apparent firmness of will he evinced in regard to toping. I asked him to have a drink from a bottle in my possession but he cried in a theatrical manner, "Avaunt, I never take the cursed stuff". Then he pointed to the pledges on the wall.

"Don't tempt me, my dear friend," he said, "don't tempt me." I put the bottle away and after a few minutes Barrett called to me. "I'm feeling very weak and tired, to-day. Do you know, a little drop of that cordial of yours would do me no harm." "Remember your pledge" I said, and Barrett subsided. We went to bed and in the middle of the night I was awakened by the sound of something gurgling from a bottle. I sat up, lit the lamp, and discovered Barrett gulping down a generous draught of whiskey from a bottle he had secreted under his pillow. Of course, the end of that poor chap was disastrous. I think I am right in saying that he came to his end by jumping off the taffrail of the Butcher's Maid, a vessel owned by a man named Smith, who was engaged in providing meat supplies for the navvies on the different contracts down the line.

A man named Healey used to keep the Shuniah House, a hotel situated a short distance above Water Street, on a street leading to the Ridge, where a number of us young English good-for-nothings used to assemble at night to sing songs and engage in other festive doings. Healey died and his widow started a boarding house. A friend of mine, named Massey, and myself, took rooms there and stayed for a considerable time. One of the most embarrassing experiences I ever had occurred in that boarding house. Surveys of mining locations used to take me away from Port Arthur for two or three weeks at a time and I was in the habit of coming back to the boarding house at all hours of the day or night. Massey had occupied his room for months and as we were very close friends we used to make free of each other's belongings and walk in to greet each other in a thoroughly unceremonious manner. On one occasion, when I had been absent about three weeks I reached Port Arthur about three o'clock in the morning and, as was my custom, went straight to Massey's room. I tiptoed in and wishing to give him a good scare I reached out and caught what I thought was Massey's hair and gave it a hearty pull. "Wake up" I said. But to my horror, an ear-piercing yell from a woman rang out on the night air. They had changed Massey's sleeping apartment during my absence and on this particular night a married couple was in possession of it. The whole house was roused and I had an awkward time explaining my mistake. Luckily the aggrieved couple were also friends of mine and everything was forgiven. But I very much doubt if the lady in question will ever forget the fright she received on that night.

I could ramble on at pretty considerable length and tell a number of exciting experiences, humorous and otherwise,

but it is almost with a feeling of sadness that the mind reverts to those days. One of the saddest of all experiences was when the Northern Hotel was burnt to the ground. I shall always remember that. One poor fellow, whom I had known, (I forget his name), a traveller for the firm of Carscaden and Peck of Winnipeg, had escaped and was out in the street watching the progress of the fire, when he remembered that he had left some money belonging to his employers in his room. He rushed back but was caught by the falling in of the roof and burnt to death. It was a terrible ending.

Another memory that looms up is of an attempt made one night by a half-starved young man to sandbag me. If he had been successful he would have been able to secure the princely sum of one dollar which I had earned that day by buck-sawing, but he was unsuccessful and I managed to keep my dollar. He told me when I let him go that he had been without food for four days and was driven to desperation. I met him next morning at the corner of the street by Tom Marks' store and he was so shamefaced that he couldn't look me in the face. When one comes to think of it he had done nothing to be particularly proud of.

One funny thing that happened was when one fine day in summer a large party of young men and women started out for the Welcome Islands on a picnic. Whilst they were enjoying themselves a storm came up and the whole party were marooned for the night on one of the islands, and had to shelter themselves as best they could. Possibly some of the older residents may remember that episode. There were many nervous parents in Port Arthur that night, anxious for the safety of their sons and daughters.

Our surveying trips took us into strange places. One of our engagements was to survey the stone at Thunder Cape as a gentleman from London, owner of one of the papers there, had come to the conclusion that it was good for paving stones. The Bay was covered with ice and the party started off to trek across to the Cape. I forget exactly how many miles it is distant from Port Arthur, but I know that it took us the best part of the day getting across as we had to make wide detours owing to huge cracks in the ice. It was glare ice at that and mighty hard to keep one's feet on. It was very cold weather and as we had no tents, the entire party made the best of things and built a roaring fire, curled up in their Hudson Bay blankets and went to sleep under the starry sky. During the night a red-hot cinder landed on my blanket and burnt a hole as big as a washbowl in it.

Our peregrinations sometimes took us far afield. In one of our trips we paddled and portaged for miles up the Nipigon River—a wonderful river, filled with speckled trout. We were within ten or twelve miles of Nipigon Lake. I can well remember that our party was caught by Mr. Renison, the resident Church of England clergyman at the mission of Nipigon, near Red Rock, and treated to a sermon of more than an hour's duration. It was raining but that mattered nothing to the zealous clergyman. He stood it and made us all stand it too. It was on that trip that I cut my knee and had to be paddled and helped over the portages home. I was in the Port Arthur Hospital for five weeks, recovering from the wound.

A very interesting character whom I met at Port Arthur was an Englishman who went by the name of Dynamite Sutton. He was a gentleman, working for his living, like ourselves, but his specialty was one that none of us would have cared to engage in. He was engaged to cart dynamite to the various contracts along the line. It didn't matter to Sutton how rough the road was. The way in which he would jog up and down the declivities was a caution. I never heard of his being blown up in an explosion. Fortune in this case certainly favoured the brave. Another friend of mine was not so fortunate. He invited me to spend the evening with him in his shack in the hills beyond Silver Current. I was unable to go and it was just as well. Some nitro-glycerine which he was thawing out at the stove exploded and sent him and his shack into widely scattered portions of the adjoining townships.

The last survey in which I was engaged was in the vicinity of Jackfish Bay. We were to survey some copper and zinc locations there and part of our work consisted in having to carry out 160 pounds of quartz apiece on our backs to the lake shore for transshipment to Port Arthur for the purpose of having it assayed. I have carried rough weights in my time but that particular load was the worst I ever carried. Three miles through the Lake Superior woods, over boulders, down precipices and across deep ravines, without once laying down the burden taxed one's strength to the utmost. At the end of it we were so exhausted that to a man each bought a bottle of Northrop and Lyman's Vegetable Dyspeptic Cure at the local railway store and finished it to the last drop. Perhaps it is needless to add that it nearly finished us. But the alcohol in it was what we needed and what we simply had to have.

I would like to add something about the size of Port Arthur and Fort William at that time, but they were neither of them of great account, either in size or importance. We chopped in the woods where some of the present large elevators in Fort William are situated and the biggest building

in the place was the old Neebing Hotel, a white, wooden structure, I suppose long since pulled down. There were very few houses in the place and what there were were unimposing. Graham & Horne were the chief magnates of the place and Sheriff Carpenter, I suppose, cut a figure of some sort in the social scale. I was not in the fashionable set at that time.

Port Arthur was far larger than Fort William.

There are many names that occur to me as those of people whom I met during my short and hectic sojourn on the north shore of Lake Superior. Amongst others that of Major Walsh, at one time a noted member of the Northwest Mounted Police. Rankin, a brother of McKee Rankin, at one time a somewhat famous actor; Oliver Daunais, a French half-breed, who discovered the Rabbit Mountain Silver Mine; Kreissmann, a splendid pianist; Colonel Ray, a banker; Chisholm, a hotel-keeper; Edwards and Webster, accountants. I remember Webster well, a fine good-hearted chap, with a strong propensity for borrowing and a weak propensity for paying. Now and again others crop up, but as the years go by the memory becomes defective and it is only those of whom for some special reason the remembrance still lingers, that spring out into the limelight.

The day came when I found I had my fill of adventure and hardship. It had proved a very useful experience. I had gone out to see the world in the rough and found it rougher even than I had expected but it had cured me of one accursed vice of the Englishman. I had started in with an overweening pride of my nationality and in the belief that an Englishman was the superior of any other creature on earth. I had discovered that within decent bounds such a pride was right and fitting but that it didn't make the Englishman, per se, any better than anyone else and that even in the outer ranges of civilization, there was being reared a race of men who could hold their own in the company of Englishmen or anyone else.

I returned home a chastened individual.

JOHN McINTYRE

BY MISS ANNIE E. McINTYRE

John McIntyre was born August 8th, 1817, at Glenorchy, Scotland. He came to Canada in 1841, and joined Sir George Simpson and party in Montreal. They travelled from Lachine to Fort Garry in bark canoes, manned by French Canadians and Iroquois voyageurs. Thence across the plains and over the Rockies on horse back to Astoria, at the mouth of the Columbia River. They visited San Francisco, Santa Barbara and the Sandwich Islands. From there they went north, calling at different places and reached Sitka, Alaska, on the steamer Beaver, the first steam-boat to sail the Pacific Ocean. Crossing Behring Straits into Russia, they journeyed on horse-back across Siberia to Moscow, where they remained some time, returning after twenty months of travel. Many were the interesting stories told of this trip. I remember his description of Lake Baikal, where he went in for a swim, as being "liquid ice." Returning with Sir George Simpson to Canada, he visited many of the Hudson Bay Company's posts with him.

Fifty years later, he crossed the continent again, this time in a luxurious Canadian Pacific Railway Pullman. On this trip he saw the wreck of the Hudson Bay Company's S.S. Beaver at Prospect Point, Vancouver, and was able through the kindness of the C.P.R. officials to secure some teak timbers from which he had a table made, which he valued very highly.

In 1847 he married Miss Jane Stone, and after some time spent at a Gulf Post, was in 1849 sent to take charge of Brunswick House, a post near James Bay, where he remained for six years.

Leaving Brunswick House, with their family of four little girls, three of them being born at this post, they travelled by canoe to Michipicoten, and thence up Lake Superior, camping every night, as of course they had to keep near shore in their frail craft. The Rev. Father Kohler, S.J., begged passage with them from Michipicoten.

Arriving in Fort William August, 1855, Mr. McIntyre remained in charge of the post, and later the District, until he left the service in 1878, when the post was practically closed.

In the early days the event of the year was the arrival of the Packet, a wooden box with sliding cover which was sent from Montreal with mail for the different posts. It was opened by the officer in charge, mail for his post removed,

sealed up again, and sent on by the couriers to the next post. When the box was empty, the out-going mail was forwarded in the same way to Montreal.

For some years the only white people were the Hudson Bay Company's little colony, at the Fort, and the Reverend Fathers Choni and Du Ranquet, at the Mission. The latter was a missionary priest, and spent much of his time travelling. Then came Robert McVicar and his family, and in 1863 Captain Duncan McKellar and his family.

Friendships formed in those early days between these three families lasted through life.

At the Fort an event of great importance was the arrival of the inspecting Chief Factor, or Local Governor of the Company, as for instance, Edward Hopkins, Robert Hamilton, Donald A. Smith (Lord Strathcona), Mr. W. J. Christie, etc.

In 1870, during the Riel rebellion, when the troops were being taken over the Dawson route, to Fort Garry, Mr. McIntyre was of great assistance to Colonel Wolseley, who was having great trouble and delay in getting boats over the rough Dawson road. He recommended their being taken up the Kaministiquia River and over the H. B. Co's canoe route. Colonel Wolseley did not think that this could be done, but after some discussion agreed. The boats, ten at a time, with troops and supplies were towed by a small launch, from the Station, now Port Arthur, to Point de Meuron. Here they were turned over to the Indian guides and thence by portage and the water route to the head of the Lake of the Woods without loss or damage. Colonel Wolseley and his staff, among whom were some men who later became famous, as Sir Redvers Buller, General Sir William Butler, Major Bolton, and others, made many visits to the Fort, and were entertained by Mr. McIntyre and his family.

In 1871 the S.S. Chicora of Collingwood arrived with a large party of members of parliament and press representatives. General Sir Charles Wyndham, a visitor to Canada at the time, was with them. Owing to a sand bar at the mouth of the River, the party were conveyed in small boats to the Fort.

In 1872 Viscount and Lady Milton, with their family physician, arrived. They wanted a quiet place for the summer. The only available house was on Mr. McIntyre's farm at Point de Meuron, where they remained for some months, and where their son and heir was born. Another distinguished visitor in this year was the Earl of Dunraven. This was a busy summer. In September, one of Mr. McIntyre's daughters was married to Captain John W. Plummer, she being the first white girl to be married in the district. The top floor of one

of the store houses had been fitted up as a church, and here the ceremony was performed by the late Archbishop Machray of Rupert's Land, assisted by Rev. Widmar Rolph, Archdeacon Vincent, and Rev. Dr. Bryce, also being present. On the last day of December, 1872, the vanguard of the Canadian Pacific Railroad engineers arrived to run the line westward from Fort William. These were Frank Moberly, C.E., and E. F. Gordon, C.E.

In 1874, the Governor General, Lord Dufferin, with Lady Dufferin and their young son, Lord Clandeboye, and staff paid a visit to Fort William. After taking luncheon with Mr. McIntyre and his family, they were shown over the Fort, the old stone store, built by the North West Company being of most interest. This building had walls three feet thick, iron shutters and roof covered with bright tin. On these shingles many visitors' names were scratched, a few nails being kept handy for this purpose. The liquors, for which the Hudson Bay Company were famous, were kept on the first floor, the furs on the second, until packed for England, and powder on the top floor. In some of the buildings were many relics of the old North West Company, flint-lock guns, cutlasses, a barrel of shoe buckles, and many other things of interest to visitors.

From time to time boats arrived from United States ports carrying many excursionists whose great desire was to see an Indian War Dance. With a few gifts, a supply of food, and the necessary paint, this was soon arranged, much to their delight.

When the Indians brought in their winter catch of furs they camped on the Island, (No. 1), across from the Fort, where with their innumerable yelping dogs and beating of tom-toms, there was little rest for the light sleepers at the Fort.

Many delightful and interesting people visited the Fort, among them a number of Americans. Some of these returned year after year to spend the summer camping, the wonderful fishing being a great attraction.

When Mr. McIntyre retired from the Hudson Bay Company, he built a home on the bank of the Kaministiquia River, where the C.P.R. Freight Office now stands, near the Depot. In 1880, he was appointed Indian Agent for Treaty Number 3 Indians, travelling as far west as Rat Portage, when distributing treaty money. Later the district was divided differently.

He had unbounded faith in the future of Fort William, and always declared that the Kam River would be a second Clyde. He was instrumental in having the post office returned

to Fort William. It had been removed to West Fort William, to accommodate the village which had sprung up when the C.P.R. made the place the terminal of the railway. The Post-master-General at that time fortunately was a personal friend.

On August 4th, 1857, he was appointed Preventive Officer of H. M. Customs, this commission being signed by Sir William Eyre, K.C.B., Administrator of the Government of the Province of Canada. In 1886 he was appointed Justice of the Peace. This commission includes Peter Warren Bell of Michipicoten, so this Judicial District was the whole of Lake Superior.

He spoke English, French and Gaelic, and so was able to make himself understood wherever he happened to be. He was much interested in the mineral wealth of the district, and made a fine collection of samples which were given by his daughter to the City a few years ago, as were also the cannon which adorn the steps of the city hall.

While at Fort William, three sons and one daughter were born to Mr. and Mrs. McIntyre.

Mr. McIntyre spent his declining years quietly at his home, where he was always glad to see his many friends. He died July 9th, 1899, at the age of 82 years and two months.

PLACE-NAMES

(From the Toronto Globe, by "A Bystander
at the Office Window")

Some one with the time at his disposal, and the ability to take infinite pains might do a great work for Canadian posterity by seeking out and compiling the old Indian names by which different sections of Canada were known when the white man first came. We are not only in danger of never being able to discover the literary meaning of many Indian place-names but in some sections self-conscious inhabitants have actually succeeded in having substituted for the Indian names some trite word or words neither musical nor colorful.

Toronto is an exception, having changed from York to the Indian word meaning the Great Meeting Place. Fort William, on the other hand, was known in the dim beginnings of its history, when it was headquarters for independent fur traders, as Wau-au-cek-ing. The spelling is our own, and was formulated from the pronunciation given by an old Indian Chief, now dead. He told us that Indians knew the original site of Fort William as Wau-au-cek-ing, meaning the Big House, the Big House being the headquarters of the fur company.

In like manner the Indian name for the river with the three mouths that empties into Lake Superior at Fort William has had its original Indian name Kaw-maw-naw-taw-quaw changed to Kaministiquia, which some writers would tell us was a combination of French and Indian languages, and means "The river of many mouths." Old Chief Penassie, of the Mission Reservation, once brought another venerable Indian headman to prove to us that Kaministiquia was really a corruption of the Indian name, Kaw-maw-naw-taw-quaw, which word did not apply to the river alone, but to the whole valley of Fort William, through which the river flows. Its literal meaning in Indian was "The place where there is always plenty of game."

These are but a few isolated instances of the danger of losing the real Indian place-names as time goes on.

NAME OF DOG PORTAGE

One expects to find throughout Canada lakes and rivers with such names as Whitefish, Sturgeon, Trout, Otter, and Beaver, implying that the waters in question are the habitat of these animals. Almost as numerous as these are the lakes and rivers bearing the name, Dog, but why they should be so called is not apparent. One outstanding example is one of

the fur traders' routes to the West from Lake Superior which ascended the Kaministiquia river from Fort William, Ontario, crossed Dog Portage to Dog Lake and continued up Dog river. Several explanations have been given for this application of the name according to a report of the Geographic Board of Canada.

The first known reference to Dog portage is as "portage du chien" in an account by the Intendant Begon dated 1716 of a journey up the Kaministiquia river to the Lake of the Woods made in 1688 by Jacques de Noyon. The earliest explanation found by the Geographic Board was contained in the diary of a fur trader who, under date of June 16, 1816, states that the name commemorates a tribe of Sioux who came to the region on a war expedition. He adds that the image of a dog is cut in the ground on one side of the portage and at that time was still perfectly visible.

Keating, the United States traveller who crossed the portage in 1823, explains the name as due to the figure of a dog carved upon the hill over which the trail passes, and adds that "this figure is nearly obliterated." Keating notes that "it is supposed to have been executed by a party of Sioux who had advanced thus far on a war-like excursion."

Sir George Simpson, Governor of the Hudson's Bay Company who travelled west by this route in 1841, agrees that the name was first applied to the portage. He states that according to the traditions of the natives, two enormous dogs having taken a nap at the top of the hill on the portage, left the impress of their bodies behind them, "and certain it is" he concludes, "that such figures have been marked on the turf".

SIoux LOOKOUT

The name Sioux Lookout was given the village just across the bay from the high rock hill on Pelican Lake south of the Canadian National Railway.

At the time of building the railway, many Indians had come to view the vast changes taking place. The oldest of the tribe, Chief Keesick, (Daysky), now 108 years old, was asked by an official of the railway the name that he thought should be applied to the new station. There was no village there yet, and the old chief said "Sioux Lookout," in his Ojibway. This was interpreted to the official, and the name was accepted. Later on the railway officials thought it best to change the name to a shorter one, and the name Graham was chosen. The village then growing up, held to the original and historic name.

Chief Keesick when requested to explain how the name Sioux Lookout originated, took his listeners over the old and interesting story of how the Sioux chief of the northwest territories had sent some of his young warriors east to meet the Ojibways who were coming up the prairies looking for the handsome Sioux women to make them merry wives. The Sioux flotillas of bark canoes arrived at this very suitable looking camping ground below the High Rock Hill, and it was here that while the Ojibways were coming down the lake, now called Pelican Lake, the coming Sioux spied them from the top of the High Rock Hill, where "young lookouts" well armed with bow and arrow had been placed, and invited the Ojibways to battle for supremacy and which of the two tribes should have the women. It is said that the battle was fought behind the steep and high Rock Hill, which yet can be seen, and where some of the bones of the killed were found many years after. The remaining few warriors not killed narrated the story of the battle to their sons, and Chief Keesick is one of them. Thereafter the spot was called Sioux Lookout, or in the Ojibway, "Praun-ootah-sha-wauh-bah-min".

(Told by J. D. Mackenzie, District Manager of the Hudson Bay Company.)

ORIGIN OF THE NAME SIOUX LOOKOUT

Many years ago, the United States Government endeavoured to make a treaty with the Indians who were to give up their land, and go onto reservations. The Sioux of Dakota and Minnesota refused to do this and General Custer, with a regiment of soldiers marched against them and massacred many of their warriors and their great chiefs. The balance of the tribe had to leave the country. They were prairie Indians, but they came hundreds of miles through hilly country and dense forests, fighting and taking the scalps of any tribe with which they came in contact.

The local Indians at that time were a mixture of Ojibway and Cree, but the majority were Ojibway, and they were warned of this tribe of marauders who were on their way to attack them, so they gathered in the deep ravine at the north side of the mountain, fully prepared for battle. The enemy quietly approached from the south, both by land and water, thinking they were unobserved. Stealthily they climbed the mountain to survey the country for signs of the Ojibway. Suddenly a flight of arrows from the ravine assailed them, and many were slaughtered. The Ojibways, uttering their terrible war cries were upon them. Some were hurled down the precipitous side of the mountain, others were thrown in

the lake to drown, and the remainder were taken prisoners. The captives were taken into the tribe and eventually inter-married with them.

The Chief of the tribe of the Lac Seul Reservation is the great grandson of one of these Sioux Indians. The Sioux are a much darker race than the Cree and the Ojibway. The Indians ever since have called the mountain Poinx Chaupiooin, or in our language, "Sioux Lookout," for the unsuspecting Sioux had climbed the mountain to look across the valley for the Ojibway.

(Told by Zella Wright, Sioux Lookout.)

INDIAN LEGEND OF LOCH LOMOND

(A tale of the early 70's told by one who heard it from the lips of the participants. From the Times-Journal of 1906, by E. Robin.)

One night when camping at Loch Lomond, away back in the seventies, I met an Indian who had travelled from Grand Marais on a hunting trip. He was short of food, and we gave him a liberal supply, also a little eye water, which had the effect of loosening his tongue, and he told me the following story. This story was told him by his grandfather, and must have happened at least two hundred years ago.

One day a party of two Indians and three squaws arrived at what is now known as Drumtochty, situated at this end of Loch Lomond. There they built their camp, which consisted of two wigwams and a storage tent made of brush. One of the squaws, a young and beautiful girl, had come with the party in search of an Indian brave named Big Wolf, who had told her that he would come back some day and marry her. At that time very few people visited Loch Lomond. The only ones outside of the Indians were a few white men belonging to the Hudson Bay Company who had occasionally gone hunting or fishing to those inland waters. Just at this particular time two white men were camping there. Their names were Fraser and Mackay. They had the Hudson Bay flag flying from their tent pole and the Indians at once made up to them, well knowing that wherever that flag was, they would find friends. Nor were they mistaken, as the Hudson Bay people and the Indians always worked amicably together. Well, when the Indians had made themselves known and told their story, Fraser and Mackay at once told them they would help them. It appears that the young squaw already mentioned had come a long way and was anxious to meet her lover. She had found out that he was in the vicinity some where and asked the white men if they had seen him. Fraser said that he thought he had seen him some days before at the other end of the Loch, where there was then a large Indian encampment. Next morning they all embarked in canoes, and two hours afterwards were at the place designated. On inquiry for Big Wolf, they found that he was out hunting and were asked to see his squaw. "Sun Kissed the Dawn", which was the young maiden's name, grew very pale on hearing this but concluded to see it through, and sent at once to where Big Wolf's tent was located. At the tent she met a woman and one little child. Mackay, who was with

her, asked if Big Wolf was around, and the squaw replied no and that he went out at sunrise and would not be back till dark. Mackay then asked if she was Big Wolf's squaw, and she replied that she was. "Sun Kissed the Dawn," on hearing this, turned round and went back to the canoe where her friends were and told them. Just as she was telling her friends, Big Wolf came along and wanted her to come up to his wigwam, but the girl could not see it that way and entreated her friends to move away, but they would not go. She then applied to the white men, who immediately put their canoe into the water with the intention of taking the girl back to Fort William. Big Wolf, seeing this, got two other Indians and followed the white men, keeping out of sight all the while. The Lake happened to be very rough and Fraser and Mackay concluded to stay at what is now known as the Flat Rocks, near Carp River, through which stream they went in search of fish for supper. While they were gone the Indians came up. They had landed in a bay near by and found out the white men had left the girl alone beside the canoe. Big Wolf caught the girl by the waist and flung her into the canoe, jumping in himself and bidding the others to follow. Just as they pushed the canoe away from the rock, Mackay and Fraser sprang out from the swamp on to the rock, and Mackay unslung his gun, brought it to his shoulder, and put the contents through the canoe causing it to fill up, leaving the Indians in the water. As they all could swim and the shore was only a few yards distant, they soon got back to the rocks. Fraser jumped up and caught Big Wolf as he emerged from the Lake. The two men struggled together but the Scotsman got the upper hand, and throwing the Indian on the ground drew his knife. Meanwhile Mackay held the others up with his gun. They did not seem to want to make any trouble, and told the white men that if they were allowed to go they would go back to their encampment. Upon hearing this Big Wolf got furious, and Fraser's attention being drawn to the other Indians, Big Wolf sprang to his feet, and grasping his tomahawk, made for Fraser, and would have killed him, if Mackay had not promptly shot him down. During the fight "Sun Kissed the Dawn" was mostly unconscious but on hearing the shot she got up to her feet, and falling down in front of Mackay, said some words in the Indian language which Mackay could not understand, but he raised the girl to her feet and told her not to fear as Big Wolf was dead and they were going away at once. Fraser and Mackay proceeded to draw the now filled canoe from the lake, and fix it as best they could with some gum taken from the pine trees and part of the dead Indian's clothing. On reaching the

other end of the Lake they camped for the night. Very early next morning "Sun Kissed the Dawn's" friends came along and the whole party took the trail back to Fort William, where they had to stay all winter.

Mackay during the winter made the Indian girl his bride, and next spring, when stores were getting low, he used to take a trip up what is now known as Mackay's Mountain every morning looking for the supplies promised them from the east. That is how Mount Mackay came to be known under its present name. Mackay soon after his marriage moved with his wife to Sault Ste. Marie where many of their descendants now reside.

(Note—Mackay was a free trader, living in Fort William sometime between 1821 and 1857, so the suggestion that this incident happened "two hundred years ago" is, of course, wrong. M.J.L.B.)

NORTH AMERICAN INDIANS

BY N. M. W. J. McKENZIE

Dear Madam and fellow members of the Thunder Bay Historical Society at their annual meeting in Fort William, Ont.:

Having in past years read several papers before your Society, I have much pleasure at the request of the President to try and make one more contribution, this time on Indians of North America—the origin and characteristics of some of the tribes.

Having lived and traded with Indians for the greater part of my life, in the service of the Hudson's Bay Company, I have had exceptional chances for observation and research on this subject throughout the length and breadth of Canada. Any Indians that I have ever met have only tradition to support their many claims of origin and ancestry. Their only real knowledge of their origin is that they are here because they are here, they know not whence they came nor whither they go; so from research and pre-historic records in the mounds and rocks, it has been fairly well established that the Indians of North America are the lineal descendants of the "mound-builders" who lived on this continent long before it was discovered.

Christopher Columbus gave the name Indians to the natives of America because he thought he had reached India from Europe by the Western route. The opinion is now very widely held that the Indians are the descendants of people who migrated from Asia at a very early period.

In the course of many centuries they spread over the American continents and under widely differing conditions developed a great variety of manners and customs, and at the time of the discovery of America by Columbus, were still in the Stone Age, lived in tents and log huts and subsisted mostly by hunting and the chase. In the State of Wisconsin are found the most extensive remains of mounds. These are constructed in the forms of eagles, bears, serpents and other animals, which probably represent various tribal totems. It used to be thought that the mound-builders were an earlier agricultural and highly civilized race which the nomadic Indians exterminated, but it is generally held now that they were not conquered by, but were the ancestors of the historic Indian tribes. Some Indian tribes were found occupying the sites of mounds as late as a century after the discovery of America by Europeans. They had no domesticated animals except the dog.

The land lying both north and south of the Great Lakes and extending to the Atlantic coast was formerly inhabited by numerous tribes described by the general name of Algonquin and lived by hunting and fishing. The Indians of the Mississippi plain were hunters, living principally on buffalo meat. They housed themselves in skin tents and did not cultivate the soil.

In the Arctic region the Eskimos maintain a precarious existence, depending for food mainly on the seal which they hunt from skin boats when the water is open and at other times from sleds drawn by dogs. Their numbers are small in relation to the immense stretch of land over which they range. They are thought to be connected racially with the Algonquins.

The United States Government dealt with the Indians by treaties up to 1878 and after that by Congressional enactments. In Canada the Government each year pays a certain amount of money known as "treaty money" and distributes a certain amount of provisions to every Indian on a reservation, in accordance with treaties made originally with the various tribes. Industrial schools also are provided by the Government and are maintained by religious organizations. These schools may be attended without charge by Indian children in order that they may receive a training which will enable them to earn a living outside the reservation and so attain to privileges of citizenship.

The number of Indians in North America, about the year 1492, was estimated at 1,115,000. This number steadily decreased until about 1900, but since that date an increase in the Indian population has been recorded so that in 1921 it stood at about 460,000 for the whole continent. The Indians in Canada number about 106,000 and their annual income from all sources amounts to about \$12,000,000.

There are many other interesting things about the various tribes of Indians in Canada. There are still a few living on the Mission Reservation at Fort William who can claim to be the lineal descendants of the pre-historic Mound-builders, and the original owners of the soil. But who were the pre-historic Mound-builders? No one knows and no one will know until the Sleeping Giant awakes, rises and stands on the top of Mount Mackay and there, with outstretched arms, proclaims in Thunder tones who his aboriginal and pre-historic ancestors were.

THE SPIRIT OF THUNDER BAY

BY THE LATE W. W. VICKERS

Nanna Bijou, in the liquid language of the Ojibways, indicates Thunder Cape, the sacred abode of the Great Manitou. The inspiration of the great fresh water lake finds expression in the melodious words, "Nanna Bijou."

Nanna Bijou greeted Medard Chouart, afterwards known in history as Des Groseilliers, Pierre Esprit Raddison and their fellow adventurers and fur buyers in the summer of 1662, and if the weary voyageurs ventured to paddle their canoes past the portal at eventide the guardian of the forest, rocks, and waters saluted them with vivid flashes of forked lightning, and sonorous reverberating thunder. In days of old, before Mount Mackay and Thunder Bay were separated by nature's convulsions, Thunder Bay was landlocked. Now Nanna Bijou standing at the entrance welcomes with fierce anger the viistors who approach from the far flung waters of Lake Superior.

Nanna Bijou saw the rocks and cliffs on the north shore of the Great Lake riven by the hand of man to enable the first Transcontinental Railway to forge the connecting link between the Atlantic and the Pacific Oceans. The spirit of progress was mightier than the god of nature. Nanna Bijou smiles on the great ships which plough the waters of the Lake and regards with favor the great white tiled tubular elevators which store the grain from the western prairies until it is transhipped to the grain carriers and becomes water borne. The works of man to Nanna Bijou were good and worthy of preservation.

The religious concept of the Ojibways was a spirit god, who ruled their minds and hearts from the rugged promontory of Thunder Cape, sometimes known as the Sleeping Indian, and at other times the "Great Thunder Eagle." The spirit that hovered over the Indians was good and they prospered and multiplied under its protection. Medicine men were the priests as well as doctors and their chants and enchantments were based upon the belief that the Great Manitou was a potent god who could and would be propitiated by gifts and sacrifices. The simple faith of the Indians trusting to their belief in a beneficent god was all sufficient and until the missionaries brought the belief in a Christian God, to them, they knew no other god. Nature in all its rugged beauty remains, but the Great Manitou, or Nanna Bijou, the spirit of the land, and the people have made way for Christian beliefs and ideals.

The missionaries from New and Old France were the first adventurers in the wilderness and they fraternized with the believers in the Great Manitou. Then came the explorers whose object was to extend the boundaries of New France, and next the fur buyers, individual and corporate.

Colonel Garnet Wolseley blazed the trails and portages between the Great Lakes and Lake Winnipeg, the eastern and northern approaches to the River settlement, and civilization followed the ties and the rails which carried the transcontinental trains. Steam transportation usurped the romantic belief in the Great Manitou, and the spirit of Christian ideals was promulgated among the wilderness people. The spirit is good under whatever name it may be called and is to-day guiding and controlling the destinies of all who believe in the paramountcy of good.

The Great Fiery Eagle of Thunder Bay was the symbol of the airplane which has spread its wings and is flying to the domain of Nenabushoo, the god of the earth's treasures, and Nanna Bijou, sphinx-like, guards the portal to the riches of the wilderness untroubled and serene, amid the hurrying of many mortals towards the hidden sources of mineral wealth.

WOMEN WHO WERE AT FORT WILLIAM, 1855-1878

BY MISS ANNIE E. McINTYRE

Mrs. McIntyre, wife of John McIntyre, Hudson Bay Company factor, came to Fort William in 1855. The six years previous to this, she spent at Brunswick House, a Hudson Bay post near James Bay. During that time she did not see a white woman, or hardly any money, sending to her sisters in England for things that could not be obtained in the Hudson Bay Co. store. She had the unique experience of crossing Lake Superior in a birch bark canoe, quite an undertaking with four small children. She was very fond of her home, and being most hospitable, made many friends. Three sons and one daughter were born at Fort William. She died July 23, 1886.

Mrs. Robert McVicar and two daughters were the next white women to arrive. Mrs. McVicar was a woman of great mental ability. Her gentleness and unflinching kindness endeared her to all who came in contact with her. Miss Christina McVicar succeeded her father as postmaster, which position was retained in their family until the younger sister died in 1899. She had a keen sense of humour, which made her a most welcome and amusing visitor, besides being a staunch friend. Miss Victoria McVicar, a woman of charming manner and strong personality, was known throughout Canada for her courageous action in approaching Louis Riel, the rebel leader of 1870, to plead for the lives of his prisoners.

In 1863 some members of Captain Duncan McKellar's family came over from the south shore, and proved a very welcome addition to the small community. Some time later they were joined by the rest of the family. Of the ladies, Miss Kate McKellar, (afterwards Mrs. F. C. Perry) was perhaps the best known to the public. She taught school for some years, and also took an active part in her church and Sunday School, and in fact, in all good work. She was kind and generous, as all the family were, and never tired of well doing. Her work as president of the West Algoma Local Council of Women, and different organizations is too well known for me to enlarge on.

The youngest, and only surviving daughter, Mrs. Deacon, who was of a more retiring disposition is, I think, best known to the public as the first Regent of the John McIntyre Chapter of the Imperial Order of the Daughters of the Empire. It was with difficulty that she was persuaded to take this office, which she filled with great satisfaction. As a charming hostess she is indeed very well known. In the early days she

was in great demand as a pianist and as organist for many years of the First Presbyterian Church. The family were all musical, and added much to the social life of the place.

I may truthfully and without fear of contradiction say that these three pioneer families were the soul of hospitality and always cared for strangers within the gate.

Our first public school teacher was Miss Groom, an Irish-woman. She also edited our first newspaper, the "Perambulator." This she did with the help and co-operation of Mr. Peter McKellar, who printed it all by hand.

Many noted and distinguished women visited the Fort in those early days, among whom were Lady Dufferin, Vicountess Milton, Lady Stratheona, Mrs. Hopkins, wife of the Governor of the Hudson Bay Company, who was an artist, and another artist was Miss Killaly, both English, Mrs. D. Morrison, actress, Mrs. Molyneaux St. John, who was Kate Ranoe, actress and singer. This lady went from Fort William to Fort Garry by canoe, over the Dawson trail, in 1870, after the troops had passed up. Her husband was war correspondent for the Globe during the rebellion.

Mrs. J. Vickers, daughter of Mrs. Moodie, authoress of "Roughing it in the Bush," etc., will, I hope, always be gratefully remembered by the people of Fort William for her most generous gift of Vickers Park.

Many Americans came from time to time, among them some charming Kentucky families. Mrs. Moore, the English wife of one, with her family remained for a winter. She was a great acquisition, being very talented musically.

Among other women, I should mention Mrs. Bernard Ross, who was a frequent visitor at the McVicars. Then there was Miss Martin who, with three helpers, opened the first convent in the country at the Roman Catholic Mission. She was Lady Superior, and taught French. Miss White taught the white children, and the others looked after the Indian school. Miss Martin was in great distress at not having any candle sticks for their chapel. On seeing some at our house she begged a pair of silver ones for their altar, from my mother.

Another who could be mentioned is Miss D. Fregeau, who taught the public school after Miss Groom left and before Miss Kate McKellar came.

Mr. E. B. Borron's family were of interest as his youngest daughter, Claire, in after years, was one of the public school teachers. Mr. Borron had at one time been member for Algoma.

LAC DES MILLE LACS

BY A BYSTANDER AT THE OFFICE WINDOW

(From the Toronto Globe, Nov. 20, 1928)

One of the Northern Ontario lakes, which have held a high fascination for writers and explorers, is that body of water known as Lac des Mille Laes. Much misinformation has been written about it by writing men, who have got off the train at Savanne, taken a canoe ride along the Savanne River, to the upper tip of the Lac and then set out to tell the world about its mysteries. It would take many many weeks in a canoe to thoroughly explore Lac des Mille Laes, and the possibilities are that the canoeist if he did not have a guide along, would many times lose his bearings, and perhaps get hopelessly lost.

The other day we ran across an item in which one writer wondered why the Lac was named Lake of the Thousand Lakes, instead of Lake of the Thousand Islands, thus indicating that he had not investigated the mystery at the southern end of the Lac, where islands and peninsulas of large size composed of what the northerners call "floating muskeg" are shifted about by high winds and change the whole surface contour of the water. In that end of the Lac, at times one may thread through tiny inlets into what appear to be innumerable smaller lakes and doubtless the Lac derived its name from this feature. These floating islands and peninsulas seem perfectly solid under foot, and in the fall of the year are inhabited by game. The last time we visited the Lac we were with a hunting party, which secured two moose, both of which were shot on a peninsula composed of floating muskeg. Two of the party who set out in a canoe to explore a chain of small lakes south of the Lac, had a difficult time returning to camp because of a change in the shoreline on their return. A fur trader who was with the party informed them that this change came about through the peninsulas and islands composed of floating muskeg shifting with the wind.

It is a strange lake in many other respects, brooding at night in a strange silence that to the camper is awe-inspiring. On it may be seen the pagan Indian and his family paddling in his birch bark canoe to the trading post at Savanne, where he offers his furs in barter for flour and bacon, and other household supplies. The Lac being beyond the height of land at Wraith, is Hudson Bay water, and along its shores and the shores of its tributaries is a country rich in game.

About midway down the Lac is an old Indian burying ground tucked away in a secluded corner of a heavily wooded

island. The last time we were there one of the birch pole platforms remained intact. On it, sewn into swathings of birch bark, were the bodies of an Indian chief and his daughter, we were told.

The Indians of the locality being mostly pagan, are quite superstitious. They strongly believe in the evil spirit known as Windigo, and a brave who sets out hunting and finds what he believes to be signs left behind by this sinister spirit will turn about and go home, because, as he puts it, "the Windigo chase the moose away. Medicine woman mad; she made Windigo." While at the Lac we visited a hut inhabited by a medicine woman, where we saw her perform tricks such as making a home-made chair follow her around the room like a dog. This woman was an adept at sleight of hand and high class trickery, yet she was so illiterate she could not read and could only count to sixteen.

At a reserve we noted houses in which several doors had been barricaded with cross pieces nailed over them, and windows that had been similarly treated. We were told that the Indians often do this when a death occurs in the family. They fear the spirit of the departed will come back for another member of the family, so to keep the departed one out, they nail up the old door, and build a new entrance.

Among the Lac des Mille Lacs Indians it is the belief that if the spirit of a departed member of the family gets into the house and catches the eye of any one in the house that person will die. Hunters and rovers alike seek charms from the medicine men and women to bring them luck. We were successful in securing one of these charms, which a moose hunter was carrying. It was contained in a small bottle securely stopped with wax. Later we had a chemist analyse it. The charm turned out to be composed of a combination of burnt cork and tobacco ashes.

THE LAKEHEAD CITIES OF THUNDER BAY (FORT WILLIAM AND PORT ARTHUR)

BY THE LATE W. W. VICKERS

The story of the settlement and commercial development of the wilderness lands on the north shore of Lake Superior interests and enthrals all Canadians who are native Ontarians. For upwards of fifty years the writer has been in intimate contact with the District and the people and an inherited interest has made for keen observation and close personal inspection yearly during the past quarter of a century.

The pilgrimages to the Head of the Lakes in the early seventies were events in my life and they represented adventures in the new and practically unknown lands in North Western Ontario.

The thrills of many discoveries of gold and silver prospects in the District were as exciting as the profitable mines subsequently developed in Cobalt. Inaccessibility lent enchantment to the prospect and many gold and silver mining companies incorporated under the provincial laws bear testimony of the faith of the shareholders in the promise of mineral wealth of the District. The lure of the profitable development of the minerals is still existent and the yielding to a very human trait plays its part in opening up new territory for settlement.

To have lived the past fifty years during which the country has been discovered commercially and transportation, steam, gas and electric, has made the uttermost parts accessible; there is a note of joy when the woods, waters and forests promise early prosperity for the children and grandchildren of the pioneer settlers of the period between 1850 and 1880.

This article should illumine and make enthusiastic the minds of fellow Canadians regarding nature's benefactions to a not undeserving people and teach them how to capitalize for the benefit of the world, the supreme industrial power, Hydro-Electric.

When one overlooks the Bay of Naples from Bertolini's Palace one sees Capri and Sorrento in the distance. The Bay is fabled in song and poetry, classical and modern. It is the culture of the Latins which lends colour to the view. The North American Continent lacks antiquity when celebrating its joy in possessing beauty spots. The beauty of the Golden Gate to the Pacific has attracted the admiration of sweet singers, but their songs are modern.

New poets and new singers will acclaim the beauty of Thunder Bay at the Head of Lake Superior. Mariday Park in Port Arthur is in location not unlike the heights in Naples and the outlook over the Bay is even more enchanting. The rugged promontory of Thunder Cape and the Welcome Islands supply the places of Sorrento and Capri. The distances are much the same but in Thunder Bay the water is fresh and is also deeply blue.

In the year 1872 the writer first visited the settlement of Prince Arthur's Landing and Fort William. The conspicuous physical features of the former were a huge rock at the water's edge of Thunder Bay and a few whitewashed buildings. There was no dock. The steamer "Chicora," known in the war between the North and the South as Blockade Runner "Letter B," was unable to enter the River Kaministiquia owing to a sandbar which had formed at the main mouth. The Hudson's Bay Factor at Fort William, John McIntyre, came out in a sail boat with his Indians and a landing was made at the Fort. Both banks of the river were thickly wooded and a few settlers had very small clearings. The Indian Mission, two miles up the river, was a busy place and under the wise guidance and control of Chief Missoubi enjoyed a normal life.

The beautiful valley of the Kaministiquia with Mount McKay in the foreground, was arcadian in its peacefulness and simplicity. The era of romance has disappeared with the birch bark canoe and the advance of civilization has created new problems which in many phases eliminate the sweetness and kindness of intimate living conditions associated with the isolation and loneliness of the wilderness. The whistle of the locomotive of a transcontinental train now supplants the Indian canoeman's melodious chant while paddling along the river waterways.

Upon the occasion of my first visit to Fort William the atmosphere was distinctly Scotch. John McIntyre, who had crossed the Continent in 1846 with Sir George Simpson, was in charge of the Hudson's Bay Company Fort. The McKellars, (Peter, John, Archibald and Donald), the McVicars and the MacLaurins were clearing lands on the river for agricultural purposes, all of which lands are now in the limits of the City of Fort William. The province with a view to encouraging settlers sold lands at twenty cents per acre cash and the patent issued when eighty cents more was paid. There were no roads except upon government maps and the river and the bay were the means of communication and ways for transportation.

The Ojibways lived in a constant state of terror owing to the frequent hostile visits paid to them by the warlike Sioux from Minnesota. The Sioux had cut and blazed what

is known as "The Old Sioux Trail" from Pigeon River to James Bay. The trail was a secret one. When in 1870 Colonel Wolseley found that the road to Lake Shebandowan from Prince Arthur's Landing had not been completed he enlisted the assistance of Governor McIntyre of the Fort William Hudson's Bay Company Post and Simon J. Dawson, a civil engineer living in Prince Arthur's Landing, and was able to transport his Red Coats by the Rivers Kaministiquia and Mattawin in crude batteaux. Point de Meuron, ten miles from the mouth of the Kaministiquia, was in those days a military camp. Wolseley finally reached Fort Garry, now Winnipeg, at the junction of the Red and Assiniboine Rivers, by way of Lake Winnipeg. His arrival was unexpected and Riel with his followers evacuated the Fort without a shot being fired by either of the forces. The Old Sioux Trail and water route were no longer secret as the Indian hieroglyphics and pictures marking the trail and portages were read and followed by the expeditionary force.

Even in the most ancient of times rumour had it that the silver mother-lode was close to the Old Sioux Trail and as the Sioux used at times silver-pointed arrows and belief was strengthened that silver in abundance could be discovered. Prospectors from all over the world have since sought the mother-lode but with the exception of Silver Islet at the toe of the Sleeping Giant in Thunder Bay there has been no successful silver mine operated.

Canada's monopoly of the pulpwood industry encourages the investment of millions of dollars in pulpwood limits, pulp and paper mills, and hand in hand with this investment is the development and expansion of the water powers of the swiftly-flowing Nipigon and other rivers emptying into Lake Superior. The intimacy between pulp and power is very close as without efficient Hydro-Electric power the production of pulp and paper and the trans-shipment of the streams of golden grain from the Westerly Provinces would be most difficult and expensive. Cheap electric power is an economic necessity and in the manufacture of pulp and paper, as well as the rapid loading and unloading of grain in and out of the elevators at Fort William and Port Arthur, the Lakehead Cities on Lake Superior, nature supplies this requirement. The railways bring the grain to these cities and "rail meets keel" through the use of the twenty-two elevators which have an aggregate storage capacity of over sixty-three million bushels, and others are under construction. The pulpwood limits are practically North and Northwest of Lake Superior and contiguous to the Nipigon, Black Sturgeon, Kaministiquia and Seine rivers. Under the prudential regulations of the

Ontario Government which controls the pulpwood limits in this area all pulpwood must now be completely manufactured into paper in the Province of Ontario. The leases from the Province of Ontario to the pulp and paper manufacturers provide for the conservation of the pulpwood area to be cut through clearing the brush and replanting. Settlers who have purchased their lands from the Crown are still permitted to sell their pulpwood for exportation.

It is difficult, under present day conditions, to recast the early explorations of the country abutting the North Shore of Lake Superior. Today one finds two of the brightest cities of their populations in Canada and accessible by steamers during the season of navigation in thirty-six hours and by train at all seasons of the year in twenty-four hours from Eastern Ontario, and twelve hours from Winnipeg in the adjoining Province to the West, Manitoba. Before the advent of a through railway from the Atlantic to the Pacific in the month of November, 1885, the Head of the Lakes was isolated from civilization for a period of six months each year and the pioneers, when the emergency of a visit to Eastern Ontario arose, were compelled to snowshoe the whole distance on the ice-covered Lake Superior and Lake Huron to one of the Georgian Bay ports where the railways terminated. Today with two daily newspapers, telegraph, radio and the telephone these cities do not differ from any other cities in Eastern or Western Canada and are as closely in touch with commerce, politics and society as the people in Toronto, the seat of government of the Province of Ontario.

PULPWOOD

In the Lakehead Cities of Fort William and Port Arthur there are four pulp and paper mills, two within the limits of each city, and another pulp and paper mill is now in the course of completion on the Nipigon River. Each of these structures is large, necessarily located upon the river bank or the water front, as the case may be, and travellers, saws, barkers, crushers and pulp and paper machines are operated by electrical motors, and electrical power enters into every operation from the time the pulpwood is picked up in the stream by the traveller until the paper is rolled into the cars. The capital expended in connection with the construction of the buildings, the installation of machinery, as well as the purchase or leasing of limits, is large, but Canada's monopoly of the production of newsprint and paper invites the investment of a large sum of foreign moneys in the establishment of the paper business.

In one mill at Fort William two machines produce 218 miles of paper daily, a sheet being 30 feet wide, and the essential qualities are all preserved, strength, finish, formation and colour, with freedom from holes or defects of any kind. One modern newsprint machine producing 120 tons of paper a day requires the wood from 36 acres of forest land to maintain its operation and the total daily production in Canada means that the trees have to be cut from 1600 acres or $2\frac{1}{2}$ square miles of land. The Canadian newsprint mills have a capacity of over 1,500,000 tons per year and averaging $11\frac{1}{2}$ cords of wood to each ton of paper the consumption of wood to make 1,500,000 tons of paper would be 2,250,000 cords of pulpwood.

During the winter season pulpwood is piled on the shore line of the Bay in front of Port Arthur for the use of the local mills and export to the United States.

Even the ice is utilized for the same purpose, booms inside the breakwater preventing loss when the annual break-up occurs.

The distribution of the product is becoming a greater problem than ever. New railways have been projected to the limits having terminals at Albany River and to the markets south of Pigeon River, the boundary between Minnesota and Ontario. The demand for paper and newsprint has increased and there is no difficulty on the part of any of the mills in disposing of the whole of its products.

POWER

Fifty years of progressive development is a relative statement concerning any part of the Province of Ontario. When applied to the District of Thunder Bay at the Head of Lake Superior, the largest of the great inland lakes and the boundary between the United States and Canada, there is a special significance. In no part of the Province has the transformation from the wilderness to the varied commercial and industrial conditions been more complete. From small, isolated communities depending for support upon very limited means of developing the lumber, fur and fish industries, the Lakehead Cities of Fort William, the River Port, and Port Arthur, the Lake Port, have now an aggregate population of about forty-five thousand people and their transportation facilities, rail and water, including the grain elevators and pulp and paper mills, are of profound interest to the people of the world. In the early upbuilding of commerce the people of these cities were dependent upon steam, either on land or water. Now Hydro-Electric power has become an industrial factor which seems capable of infinite expansion. The rocky

North shore of Lake Superior is cut here and there by different rivers, all of which are capable of being harnessed for the development of electrical energy. The cost of the erection of dams, power houses and transmission lines is fabulous but the capacity for the production of a merchantable article like electrical energy cannot be accurately measured. It has been estimated that about 24 per cent of the Hydro power in Ontario is now utilized and some of these water powers are located on the Arctic Watershed and others on the Lake Watershed. The locations of the power stations seem no longer important, provided that the market for the power can be reached by transmission lines. In the Province of Ontario the Hydro-Electric System have erected a plant at Cameron Falls on the Nipigon River which now produces 50,000 horse power with a potential increase of another 10,000 horse power and this 60,000 horse power will be further supplemented by a new power station which it is proposed to erect two miles nearer Lake Superior on the Nipigon River at Alexander Falls which will be capable of producing 69,000 horse power and will entail a capital investment by the Hydro-Electric System of \$7,500,000. The market for this power is in the Lakehead Cities and the industries dependent upon this power are the pulp and paper mills, as well as the maintenance and operation of the huge grain elevators. The twin transmission lines from Cameron Falls to Port Arthur are about 80 miles long and from the heart of Port Arthur to the heart of Fort William is in the neighbourhood of 5 miles. The Kaministiquia Power Company taking its power from the Kakabeka Falls and the rapids above generates 35,000 horse power. With so much electrical energy available for use in industries of every kind the future of these cities is one of assured prosperity. The expansion of the pulp mills to paper mills to fulfill the requirements of the Government will lead to heavy capital investments and the operations in the pulpwood limits and in the mills themselves will lead to the employment of much skilled labour, as well as unskilled. The supply of raw material for pulp is practically inexhaustible and, as has been said, the expansion of electrical power to take care of the raw material is unlimited. Untold wealth is in the rocks, forests and marshes of the wilderness and the near-wilderness.

The use of the waters of Lake Michigan by the City of Chicago in connection with its drainage system involves the diversion of the waters of the Great Lakes to the Mississippi Valley. The volume of water withdrawn is said to be 5,000 cubic feet per second. The effect is to change the standard water levels of the Great Lakes, and the continued use of the public works in aid of navigation constructed at great cost

by the Governments of Canada and the United States is imperilled. Unless the States affected and Ontario are able through joint action to stop the wrongful use of the water there appears only ruin for navigation on the waters, improved and unimproved, of the Great Lakes.

The Greater St. Lawrence Waterway is a vision of the people at the Head of the Lakes. Duluth, Minneapolis and St. Paul are enthusiastic supporters of the plan.

The international aspect creates both advantages and difficulties in the promotion of the plan.

The Hydro-Electric possibilities of the St. Lawrence independently of, and incidental to, the deepened waterway plan are now under serious consideration by Canadian and United States engineers. The engineering estimates of the cost of the development of 2,400,000 horse power within five years are \$238,000,000. Canada would share equally in the power developed and in the cost of production. The relative importance of the deepened waterways and Hydro-Electric power plans are in sharp contrast when consideration is given to the economic advantage of the use of the deepened waterways and the sale of Hydro-Electric energy for commercial purposes.

In the month of January, 1926, the Ontario Government entered into contracts with five pulp companies at the Head of the Lakes to supply certain quantities of pulpwood annually for a period of twenty-one years with two extensions thereafter each of ten years. It is estimated that 200,000,000 cords of pulpwood are available for manufacture into pulp and paper and newsprint. At the present time the production of newsprint is 2,500 tons each day from which is derived a governmental revenue of \$600,000. The new contracts for the supply of pulpwood entered into will increase the production to 4,500 tons per day and the revenue to \$2,000,000 per annum. Provision has been made for reforestation and the area covered is 20,000 square miles East and West of Lake Nipigon. It is intended to expend \$70,000.00 additional capital in the development of the pulpwood resources. The natural increase in population will be at least forty thousand. The pulp companies have agreed to completely manufacture newsprint and paper in the Province and will extend their plants by installing paper-making machinery. The conversion of the wilderness into profitable pulpwood areas goes on apace and soon lands unsurveyed, unmapped, without topographical and geological legends will be few in the neighbourhood of James and Hudson Bays.

GRAIN

Twenty-two elevators, part on the banks of the River Kaministiquia and part on the shore of Thunder Bay, represent the storehouses through which the five principal grains are transferred from the railways to the holds of the grain steamers. In the early days the elevators were vast wooden structures, readily inflammable, and with very few contrivances to facilitate the handling of the grain. Today the elevators are palatial, tubular structures, handsome in appearance and workmanlike in their operations. Internally they are marvels of efficiency. They require few hands to operate and there is a vast deal of electrical power used in all their operations.

It is difficult to measure the crop for the year 1925 but the five principal grains which passed from the railways to the elevators and thence into the holds of the grain-carrying steamers through these ports aggregated 305,422,574 bushels. This total was represented in bushels—Wheat, 224,586,638; Oats, 39,957,161; Barley, 30,528,617; Flax Seed, 6,662,875; Rye, 3,687,283. Yet another computation shows that this total represented 866 cargoes in Canadian vessels and 527 cargoes in United States vessels and 7 cargoes in vessels of other countries. In the year 1925 the shipments to the United States ports were in excess of the shipments to Canadian ports—149,298,197 bushels against 167,286,416 bushels. Not un-naturally Buffalo leads all the receiving ports of either country for 1925 with a total of 115,509,566 bushels. The Canadian crop was in 1925 a good average crop and as there was a failure in Argentine Wheat the price paid for Canadian wheat was satisfactory to the growers. In the span of a lifetime one has seen the time when not one bushel of wheat was received at the Lakehead Cities for trans-shipment. When the Canadian Pacific Railway was opened for traffic from Winnipeg to the Head of the Lakes elevators of the old type were erected. The package freight steamers on the Lake were sufficient for the amount of grain received. With the increased settlement of the Western Provinces the flood of grain from Alberta to the Lakehead Cities began. New elevators became necessary and the modern, efficient types were erected. The cargo steamers, in sympathy, improved in size and carrying capacity with the result that many cargoes are in excess of 500,000 bushels.

Power, whether steam, electric or gasoline, has played its part in reducing the wilderness of rock and water to terms of commercial advantage. It is a striking comment that five-sixths of the Canadian flax was marketed in the United States. The investment by the two railway companies is \$3,500,000,000

and \$1,500,000,000 have been devoted to the construction of railway lines for the transportation of the grain and other commodities from the Western part of Canada to the Head of Lake Superior.

In the month of November, 1925, Canadian grain inspectors checked 66,056 carloads of grain, 54,917 of which carried wheat, probably the largest number of cars ever received at the Lakehead Cities in one month in the history of transportation.

PARKS

Municipalities adjoining and themselves removed from other municipalities concentrate upon the perpetuation of early conditions. Their history is romantic and in the establishment of great natural parks the citizens are constantly reminded of the progressive movement towards higher and more expansive development of their resources.

In Fort William Chippewa Park represents an area of 750 acres bordering on the shore of Thunder Bay and invites the citizen and the visitor within its gates, as well as the motor tourist, to contemplate the grandeur of Nature under primitive conditions. The birch bark wigwam and Zoo serve as reminders of life in earlier and less hectic days. Peace and quietness reign and the wilderness is a sanctuary for the flora and fauna, and the animal and bird life of the District.

Current River Park in the East end of Port Arthur is a similar resting place with the Lyon Drive as an added attraction for the home or visiting motorist.

THE PEOPLE

The development of the District of Thunder Bay which has a territorial area of 340,000 square miles proceeds in an orderly way. Industry and commerce follow the accepted precedents and each year marks some new steps in advancement.

The mental and physical activities of the people are at present devoted to the work in connection with the service clubs and ability of an exceedingly high standard is shown in the control and management of the clubs. While these clubs serve a limited useful purpose the question arises whether the same amount of thought and time expended upon the management, control and administration of the affairs of the District under County organization would not bring greater rewards and create a greater unity of the peoples of the Lakehead Cities.

The linking of the Townships and city corporations in one body would afford opportunities to the ambitious and talented youth of the District.

For fifty years the District has been under the direct control of the Provincial Government. The people have always looked outside for money, help and guidance. They have been kept in leading strings and their independence of thought and action is restricted.

Some day in some way the District will attain its freedom from outside control and the sturdy, virile people of the North Country will show the fruitage of the excellent educational advantages, as well as living conditions, enjoyed by them.

The District will be developed through its own natural resources, directed by people who know where they lie, how they can be used, and the manner in which they can be marketed to the greatest advantage of the District.

The people have ample leisure and the automobiles owned in the Lakehead Cities have a value of over \$1,000,000. The highways are kept in admirable condition by the several municipalities, city and township. It is no longer a hardship to be compelled to live there in any season of the year. The people are friendly with each other and with visitors from all over the world.

The old demon of isolation has been relegated to the District of Patricia and the North Pole. With an increase of 40,000 people during the next few years consequent upon the enforced expansion of the paper-making industry, the people will become broader minded and too busy to waste time in petty intercity differences.

When the Canadian Pacific and Canadian Northern Railways were under construction Westerly and Easterly of the Lakehead Cities the people were migratory. A large number moved as the sections of the railways were completed. There was a feeling of impermanence and the energies of the people were directed rather to the building and operation of the railways than the upbuilding of the towns. This unstable condition has now passed and the cities retain their inhabitants.

The assumption by all the citizens of municipal responsibilities creates a new civic spirit which is based on broader lines and encourages the hope that the Lakehead Cities will be controlled by one municipality. Nearly thirty nationalities make up the population of the two cities and there are as many religions. Religious intolerance is not encouraged and the people are united in all endeavours to promote the development of the District.

The Ukrainians are an important factor in West Fort William and their churches and cemeteries remind one of the barbaric splendour of South Eastern Europe. The children are rapidly becoming Canadianized under the teaching of the

public schools and their aptitude in learning their lessons enables them to educate their parents. The melting pot works overtime.

The month of August in the early eighties was the picnic period. Day steamer excursions to Thunder Cape, Silver Islet, Welcome Islands and Pie, Jarvis and McKellar Islands gave pleasure and instruction to youth and age. The men took miner's picks and fishing poles and the women and children adventured in milder ways.

The life was full of joy and contentment and was most healthful for all concerned. All responsibilities were put to one side and every excursion was an event worth remembering. A picnic basket shared meant acquaintance, friendship and goodwill. "The Neff" and the "Three Friends" no longer float.

It is idle to attempt to prophesy what will happen in the next fifty years. It might be of advantage to concentrate upon the next five years and study carefully the progressive development of the basic industries in which may well be included the super development of the water powers in the District. The District is a veritable Pandora's box, the lid of which is about to be lifted.

HISTORY OF THE CANADIAN PACIFIC RAILWAY

BY A. F. HAWKINS

Madam President and Members of
the Historical Society, City of
Fort William :

First let me express to you my great appreciation of being here with you to-night and also to thank you sincerely for the honor you have conferred upon me in asking me to speak to you on the early history of the Canadian Pacific Railway.

In 1868, an Imperial Order-in-Council gave Rupert's Land and the North-West Territories to the fledgling Dominion. Manitoba entered Confederation in 1870, followed by British Columbia in 1871. The Dominion of Canada now extended from the Atlantic to the Pacific—but in name only. A railway linking East and West was needed to develop a national spirit in the far-flung people. Rebellion and secession threatened the stability of the young country in those difficult years. When the Riel Rebellion broke out at Fort Garry in 1869, troops from the East took 95 days to reach the disaffected area. So long as the North-West remained isolated from Eastern Canada, there would be danger of further outbreaks. The physical barrier presented by the rocky north shore of Lake Superior kept Ottawa from a sympathetic appreciation of the problems of the white and half-breed settlers on the prairies. The discontent along the Red River was so apparent that the United States sent a special agent to Winnipeg to report on conditions. His opinion was that the "speedy Americanization of that fertile district was inevitable" unless the British connection was strengthened. The question of annexing the North-West had even been discussed in the Congress of the United States.

The threat of secession came from British Columbia. As part-price of its acceptance of Dominion authority in 1871, British Columbia had written into the Terms of Union a clause binding Canada to "undertake to secure the commencement simultaneously, within two years from the date of union, of the construction of a railway from the Pacific towards the Rocky Mountains, and from such point as may be selected east of the Rocky Mountains towards the Pacific, to connect the Seaboard of British Columbia with the railway systems of Canada; and further, to secure the completion of such railway within ten years from the date of union."

Ten years from 1871 the hopes of the Fathers of Confederation had been only partly realized. The nation was not a unit. The energy which might have been utilized for the

commercial development of the nation was spent in agitation and argument. Macdonald's first attempt to build the railway as a Government enterprise had ended in his resignation in 1873 and in Mackenzie's succession to power.

Mackenzie believed the construction of the railway within the allotted ten years an impossibility, so that the Dominion therefore was not bound to observe the full letter of its promise to British Columbia. He remained in office until 1878. In that time, the Government let contracts for two small sections of the railway, from Selkirk to Emerson and from Selkirk eastward.

Macdonald was returned to power in 1878 on the so-called National Policy. He carried on Mackenzie's programme of piece-meal construction for the next two years, letting contracts for the completion of the line from Port Arthur to Winnipeg, for the line westward 200 miles from Winnipeg, and the line from Yale towards Savona's Ferry in British Columbia. Only 264 miles of the main line had been built when the ten years agreed upon for its completion were nearly up.

Something decisive had to be done at once. Macdonald had no choice. Millions of public monies had already been sunk in the project. The nation's word was pledged to the completion of the railway. Yet Canada faced bankruptcy, if saddled with the huge additional outlay necessary to build the railway from coast to coast.

Macdonald announced his intention of entrusting the stupendous enterprise to private interests. He went to George Stephen of Montreal, a merchant and banker who had made a startling success in reviving a small railway in the western United States. Macdonald was not particularly friendly to Stephen. Stephen was the one Canadian he knew who might possibly be able to build the railway; and Macdonald wished above every other consideration to keep control of this main artery of the new Canada within the country.

It is probable that if Stephen and his associates had a fore-glimpse of even a part of the difficulties, abuse, and bitter antagonism they were to endure before they completed their task, they would never have undertaken it. They were not young. They had already achieved hard-won successes, and were looking forward to retirement from business cares. Their motives in accepting the work could not have been other than patriotic.

Few men of that day believed the railway could be completed, and there were fewer still who believed that once completed it would ever be made to pay. Judged by the money already expended by the Government in building a very small

portion of the whole railway, the capital outlay threatened to be enormous. In all the Northwest there were only 165,000 people. It was hard to imagine traffic originating on the prairies and the Pacific Coast in volume large enough to pay the bare operating expenses of the railway.

The contract calling for the completion of this railway was signed on Oct. 21st, 1880, and called for it to be completed within ten years. Special representatives were sent to England and the greatest financiers of the world were interviewed with regard to raising capital for this great enterprise; but they were told that the scheme was impracticable, fool-hardy and wild-catting; but such men as Geo. Stephen, Duncan McIntyre, J. B. Hill, Richard B. Angus and others had given their word to the Parliament of Canada and defeat could not be entertained for a moment. They had plighted their reputations, their fortunes, their all; therefore, notwithstanding what difficulties, what obstacles were thrown in their path, they were filled with a great determination, a wonderful courage, which helped them to overcome what seemed to be insurmountable difficulties.

If we had time to follow these early pioneers through those difficult years of construction, we would come to a better realization of the great obstacles they had to overcome. In one instance a lake had to be lowered ten feet. Over 12,000 men and 5,000 horses were employed at one time in the building of the railway around the north shore of Lake Superior. Three dynamite factories had to be built; the dynamite alone cost over \$1,200,000; three miles of track which had to be built around Jackfish Bay cost \$1,200,000, one mile alone costing over \$700,000.

Time will not permit me to go into further details. Suffice it to say that due to their indomitable spirits, success crowned their efforts and we find that it was on November 7th, 1885, that the last spike was driven, at a little halting place in British Columbia called Craigellachie. The ceremony was performed by Mr. Donald A. Smith, surrounded by a representative body of men, who with brief words of congratulation, lifted a hammer and with the well-directed blows of a man not unaccustomed to manual exercise, drove in the last spike of the Canadian Pacific Railway—which opened up to the commerce of this country, the lands and peoples beyond the Pacific Ocean.

Before nightfall of the day which witnessed this memorable ceremony, a telegram arrived from the late Queen Victoria, through the Governor-General, Lord Lansdowne, graciously congratulating the Canadian people on the national achievement, which Her Majesty was well advised in regard-

ing as "of great importance to the whole British Empire."

Let us not overlook the fact that the railway was completed in less than half the time the Government contract called for.

We all know the wonderful development which immediately started at the completion of this railway; the great uncultivated lands of Western Canada have since been turned into the greatest grain producing country in the world; hamlets, villages, towns and cities have sprung up all over this vast Western country—showing a development unparalleled in the history of the world. In addition to this, the Canadian Pacific has bridged two mighty oceans, has connected four continents and has taken the name of Canada to the farthest corners of the earth.

Since 1885, the Canadian Pacific Railway has expended nearly \$75,000,000.00 for colonization, land-settlement, irrigation, etc.; a sum greater than that expended by the Dominion of Canada on similar work over the same period. The Canadian Pacific Railway Company has established more than 55,000 families on lands in Canada and has settled more than 30,000,000 acres. If time would permit, I could go on enumerating the part that this Company has played in the development of our country.

This development, together with the expansion and growth of the Canadian Pacific Railway, is a much more intensely interesting story than any fiction book ever written; because it involves the history of men who, by their courage and their devotion and loyalty to Canada, made possible the great development that has taken place. Let us picture for a moment those millions of acres of uncultivated prairie lands, this wild and rocky north shore of Lake Superior, the many hundreds of miles with comparatively few settlers; then when we remember these men who were the founders and builders of Canada's first transcontinental transportation system, we cannot help but realize what a wonderful vision they must have had that would enable them to have faith in Canada's future and see these millions of acres turned into beautiful fields of golden grain ripening for harvest. This helped them to realize that the great essential thing at that time was to be able to find some means of compressing the vast distances, levelling the mountains and erasing the wildernesses, which isolated the people one from the other.

The founders of this great railway and the men who succeeded them, have been largely responsible for its phenomenal growth. In the brief space of less than fifty years, the Company has grown from very small and obscure beginnings until it has reached such a magnitude that the sun never sets

on its possessions. To-day it owns and controls 20,146 miles of railway; 73 steamships with a gross tonnage of 396,809 tons. It owns a chain of 13 hotels in Canadian Cities and summer resorts, and 11 bungalow camps in the Rocky Mountains and Ontario; a telegraph system with 138,564 miles of wires and 24,800 miles of cables, carrying messages not only to every important point in Canada, but to every important point in the world. The Canadian Pacific Express Company affords Canadians a world-wide transportation and financial service of inestimable worth. It operates by land and sea over 31,336 miles and has 7,044 offices and correspondents at home and abroad.

It might be interesting to note that value of a twelve car passenger train is \$685,000.00. The total cost of rolling stock in average freight trains between Winnipeg and Fort William is \$284,000.00. During the grain rush, an average of twenty-four trainloads of wheat leave Winnipeg eastbound, containing rolling stock to the value of \$6,816,000.00.

There is also a similar movement of equipment westbound from Fort William which makes a total value of freight equipment moving daily between Fort William and Winnipeg of \$13,632,000.00; when you add to this our four transcontinental trains, you can add another \$2,740,000.00—which makes a daily investment of rolling stock alone running over this division of \$16,372,000.00.

Now let us look at the development of our Twin Ports which has taken place in recent years. The Canadian Pacific Railway Company built the first elevator at Port Arthur—which is known as the "Horn Elevator"—in 1883; this was followed by the building of "A" in 1887, which was afterwards followed by "B", "C" and "D". The first elevator to be operated by interests other than the Railway Company was the Empire Elevator, which commenced operations in 1904. This was followed by Ogilvie's, Consolidated and Western Terminal Elevator. Just as soon as the Railway Company saw that other companies were providing storage for the handling of grain, it discontinued activities in elevator construction.

To give you some idea of the great growth and expansion of our Twin Cities, the following figures will be interesting:

The C. P. R. handled during the crop	
year of 1900-01.....	5,959,920 bus.
The C. P. R. handled during the crop	
year of 1910-11.....	52,027,350 "
The C. P. R. handled during the crop	
year of 1920-21.....	112,000,000 "

The C. P. R. handled during the crop
year of 1927-28.....176,034,560 "

In looking over the freight handling through the various Canadian Pacific Sheds at this point, I find there has been a gradual but steady growth since 1915, as the following figures will indicate:—

Year	Tonnage Handled
1915	457,089
1920	428,265
1921	495,819
1922	495,317
1923	565,380
1924	589,667
1925	573,593
1926	609,137
1927	659,346
1928 (10 months)	567,687

In less than half a century, the Twin Cities have grown from one small elevator with a capacity of less than half a million bushels to the largest grain handling port in the civilized world, with a total capacity of 85,000,000 bushels. In addition to this we are equipped with most modern freight handling devices and other very important industries such as paper mills, etc., and yet we have hardly touched the fringe of our great natural resources. There are yet millions of acres of land to come under cultivation in addition to the great mineral resources as yet undeveloped. If this great development has been possible during the last fifty years, who can predict the future of Canada?

I think we might say with every assurance that the prophecy of Sir Wilfrid Laurier will surely come true and that the Twentieth Century will surely belong to Canada.

HISTORY OF NEW ONTARIO

BY MISS M. J. L. BLACK

New Ontario, as generally understood, covers all the territory north of the Nipissing and French Rivers, and Lake Superior, and west of the Quebec boundary, for this entire district has a unity of history and interest that cannot be divided. In spite of this statement, you will find me focussing my attention on the Kaministiquia, and you might naturally charge me with being partial to my own section. This criticism would not bear examination, for, to all the early explorers this entire district of Ontario, was of but slight interest. They all passed it, dazzled by the glamour of the Orient, and the western sea, their eyes being holden that they should not appreciate the wealth and beauty that lay at their hand. It was these explorers who featured the Kaministiquia, and not I, for they saw in it the entrance to the great mysterious land of promise for which they were looking. The importance that they gave this, as a transfer point, does not lessen our own appreciation of the possibilities of this spot, for it is a recognized fact that all great cities have grown up on sites that were considered strategic points by the Indians and early explorers.

The exploration of this great area—nearly 400,000 square miles is still in its infancy, only the outer edge being touched, but it is well to recall some of the heroes who have trodden that fringe, for in the stories of their lives, one finds the history of Canada, as well as that of our immediate District.

Champlain, the "Father of New France", came to America in 1608. His instructions were to open up the fur trade for the benefit of the government—his own life desire was to make use of the fur trade, to open up the country for settlement purposes,—so within a few months of his arrival in the country he was making his way up the Ottawa; down toward the Lake that was to bear his name, hither and thither covering an extraordinarily wide district. In 1611 he heard of the waterway to the James Bay, and his imagination was fired when he had an interview with a young Frenchman, Nicholas Vignau, who had been living among the Indians, and who reported having visited the northern sea. The Indians undoubtedly used the waterways from the Ottawa to the Bay, but probably only slightly and the stories that they told the imaginative Vignau were founded on fiction quite as much as on fact. Such as they were, aided by Vignau's own inventiveness, they were sufficient to fool Champlain himself, who started with four servants, including Vignau, to follow up the route.

They had only gone a short distance up the Ottawa, when Vignau was made to acknowledge that his claim was a hoax, and that that was the limit of the district he had seen. Disappointed, Champlain returned to Quebec. He was not discouraged though, for two years later he returned to the Ottawa, and after a long and arduous trip discovered the Nipissing, and the route through to the Georgian Bay, and then turned down south. Many years later, in 1867, a souvenir of that early trip was found between Mud and Turtle Lakes, a surveyor's instrument, an astrolabe, that bore the initials of the great explorer.

Etienne Brule, who was later to be the first white man to put his eyes on Lake Superior, was a servant of Champlain. As his name has been given to one of our bays, it is of added interest to us to learn of his character, as well as of his deeds. Parkman, in referring to him says, "Brule, that pioneer of pioneers, the famous interpreter." He understood the Indians and had but little trouble in getting on with them, though in the end, he was killed by them when he attempted to rescue one of his helpers. Brule accompanied his master on many important trips, but also did a great many on his own. He had already explored the upper reaches of the Ottawa, before Champlain got across to the Nipissing, for the Champlain map, of 1612, indicates lakes Temiskaming, Kepawa, and the rivers Mattawa, Antoine, and Jocko, all of which had undoubtedly been discovered by Brule.

Jean Nicolet's great discovery was Lake Michigan in 1618, and as far as I know he did not come up into this part of the country at all. His influence however reached us, for in definitely opening up the Nipissing-French River route and establishing friendly relations with the Indians he gave to the French the monopoly of the fur trade for many years. Nicolet was certain that he was on his way to China, so he carried with him a very gorgeous Chinese outfit, in which to greet the oriental potentates.

While the Nipissing-French River route was practically the only way to get across to the Great Lakes, its popularity was greatly increased by the fact that it was fairly safe from the Iroquois, so a point as far off as the habitat of an Indian people, has had some bearing on the opening up of our part of New Ontario.

The next important epoch in the history of discovery in this part of the country was that of the brothers-in-law, Groseilliers and Radisson. They explored Lake Superior in 1654-56. The south shore, they covered carefully, and it is believed that they also reached the James Bay, via the Albany River, probably following the old Sioux trail. They returned

by Moose River to Lake Superior, and then down to Quebec, carrying with them a great consignment of furs. On their arrival they were treated badly by the government, and their furs seized. The French official little realized how far reaching this act was to be. As a result of it, the two French explorers left the French service, and went over to the English, and ultimately persuaded the latter to form the great company that was to be called the Hudson's Bay Company.

In the meantime though, Father Allouez was also doing some exploration in the interior, reaching Lake Nipigon. Here he established a mission among the Indians, who were of the Nipissing tribe. One would infer from Father Allouez's report that he felt that mission work in this western part of the country should be done from fixed points, with men to work for their maintenance, and chapels for religious services. Probably if his hopes had been realized it would have introduced a permanency to Indian life and settlement that might have helped to open up the country much sooner than it has been. He, however, had to return to Quebec, and never came back here. It was Father Allouez who named Lake Superior, "Lac Tracy" after the then Governor of Quebec, and this name appears on the maps for several years.

Sixteen hundred and seventy-eight was a very important year for Fort William, for it was then that Duluth and his party arrived to explore Lake Superior and to re-open the fur trade among the Indians. His brother, La Tourette went into the interior and built forts on the Nipigon, and further north, at the junction of the Kenogami and Albany Rivers, and so diverted much trade from the Hudson Bay Company, which was then ten years old. Duluth, himself, built a fort at the mouth of the Kaministiquia, probably about the foot of McTavish street, in 1679, and later explored the Lake of the Woods, and the Winnipeg Basin.

The Kaministiquia River was first explored by Jacques de Noyon, about 1688. He followed the waterways through to the Lake of the Woods, discovering the latter lake. He built a fort on the Rainy River, probably near Fort Frances. Part of his course would follow that of the old Sioux Trail, for none were quicker to find the easiest route than those wily Sioux. Thirty years later, Robutel de la Noue came along and rebuilt Duluth's fort on the Kaministiquia, and constructed one on the Lake of the Woods. This river route however was not used to any extent, for the Pigeon River one was found to be rather easier, and the trade was diverted there, for nearly a century. In 1722, we have the first mention of the Pigeon River, when an officer, named Pachot wrote describing its merits.

La Verendrye was the next famous explorer to make his headquarters at the Kaministiquia. He spent the winter of 1731 here, trading in order to make some money for his trip further westward. His ambition was to discover a practical route to the western sea, and though he did not reach his goal, he accomplished much more than it is given to the majority of men to do. He and his sons explored the basin of the Winnipeg, and probably got as far west as the foot hills of the Rockies, as well as covering the basin of the Missouri. However, the special association that we of New Ontario have with his name, is in connection with the tragedy of the Lake of the Woods, when in 1736, his son, and a party of twenty other Frenchmen were murdered by the Sioux on an island in the Lake of the Woods. La Verendrye himself, was at Fort St. Charles, on the western side of the lake, up the bay now known as the Northwest Angle Inlet. Provisions and ammunition being needed, it was decided to send three canoes down to Kaministiquia and Michilimackinac. Young Jean Baptiste La Verendrye was in charge of the party, among whom was the missionary, Father Alneau. Apparently without warning they were attacked while asleep. Their bodies were mutilated and left on the sand. They were later buried by La Verendrye on the same island, which has ever since borne the sinister name of "Massacre Island".

The Grand Portage at Pigeon River passing into the hands of the Americans after the revolution, it was necessary for the Montreal traders to find another route, and in 1789, the old Kaministiquia one was re-opened by Roderick Mackenzie of the North West Fur Company.

The squabbles between the Northwest Company and the Hudson's Bay Company resulted in Lord Selkirk bringing in his mercenaries, the De Meuron regiment, in 1816. They camped up the river at the point that bears their name, and then started out in the winter time to make their way to Red River. Selkirk made a bee-line between the two points, passing south of Shebandowan. Peter McKellar says that he has frequently seen signs of this trail, the first that was ever put through by white men.

In 1857 H. Y. Hind made a report for the government on the country between here and the mountains, with a view to putting through a railway. At that time it was the intention to make use of the water routes in so far as it was possible only connecting them up by railroad. Hind gives a very interesting description of the country and features the agricultural possibilities of the Kaministiquia Valley. In 1858 the government incorporated a company, known as the Northwest Transportation Navigation and Railroad Company, which

was empowered to construct railroads, roads, and tramways between the shores of Lake Superior and the Fraser River. Nothing came of this, but it all indicates that people were learning something about this section, even though it was little more than that of the early explorers, namely that it was necessary to pass through it, in order to get to the west.

S. J. Dawson made the next important government report on a road from the Head of the Lakes to the Red River, and in 1870 his course was followed in taking the troops through to quell the Red River Rebellion. This road was a very fine piece of work, and many miles of it still remain in good condition. The Dawson route followed to a large extent the course of the old Sioux Trail.

In the meantime Confederation had been consummated and the government was pledged to build a railway across the continent, and scores of engineers were sent out to discover the best route. This opened up the country greatly, but having only the one idea in their minds, they did not gather very much information about the country in general through which they were passing.

The opening up of the country in the search for minerals did more to make it known. In 1845 thirty applications were made for locations on Lake Superior, and in 1847, the Bruce Copper Mines were discovered in Algoma. In 1868 the Silver Islet mine was discovered, and in 1870 Peter McKellar discovered the first important vein of gold at the Huronian Mine, near Shebandowan. The Sudbury nickel-copper deposits were discovered during the building of the Canadian Pacific Railroad, in 1882, and in 1899 the greatest iron deposit then opened in the Province, was found at Helen Mine, in Michipicoten. It was not till 1903 that the Cobalt silver area was discovered, and a great wealth of gold being soon after found. men were eager to get into the inland country to explore for more mineral wealth. This has added greatly to the knowledge of the geography of our country, but much in all as has been learned, those who know best feel that they are still only on the edge. They claim that we will yet find in our interior, wealth of mines, agricultural areas, forests, and power that will make New Ontario the wealthiest section of the entire Dominion.

To deal with the exploration of the northern section of our district, we must retrace our steps to the time when Groseilliers and Radisson threw over their allegiance to France in 1666, and appealed to Charles the Second of England. to organize a fur trading company to trade into the Hudson Bay. This great sheet of water had been visited by the Portuguese as early as 1558-67 for the Ortelius map of 1570 indicates the

entrance to "the Bay". It was not till 1610 though, that it was explored by Hudson, who gave the Bay his own name. He spent a winter at the southeast corner of James Bay, at what is now known as Rupert's Bay. He had hoped to have found a passage to the "southern sea." You will remember that this was the time that Nicholas Vignau was living with the Indians, and studying up his story of his imaginary trip to the "sea of the north". Surely Vignau must have had some pretty direct word of Hudson's party, or he could not have told such a circumstantial story. While at Rupert's Bay, Hudson did a little bartering with the Indians and so was the true forerunner of the "Great Company".

Many of our great explorers devoted their lives to unravelling the mysteries of the Hudson Bay, but all with the same hope that they would some day find a passage to the Orient. In this they failed, but they did succeed in making a record of every turn in the shore line, part of which forms some of the northern border of New Ontario.

In 1668, the charter was given to the Hudson Bay Company by which they became the owners of all lands drained by the Hudson Bay, "excepting such as might be the rightful property of some other Christian monarch." Our two Frenchmen, Groseilliers and Radisson came over with the first two boats, and the former landed with the one of which he was in charge at the same southeast corner that had sheltered Hudson fifty years before. Groseilliers named the river that discharged itself in the bay, the Rupert. The English in the party had no success in their attempts to trade with the Indians, but the Frenchman's long experience stood him in good stead. By flattery and presents he won their confidence, and they agreed to bring him their furs in the spring. During the winter he made many trips into the interior, exploring and making friends among the Indians, and in the spring crowds flocked to Rupert's River to trade with him. Thus was the exploration of the north section of our district commenced. In 1673 the two Frenchmen returned to the allegiance of France and explored on behalf of that government as far north and west as the Hayes River. About this time D'Iberville, known as the "first great Canadian" went across from Quebec, overland, to dispute the claim of the English to the coast territory. He went via the Ottawa, Lakes Timiskaming, and Abitibi, and down the Moose River. Once more the original Indian trail proved the only one for getting across the country. The overland route is so much more arduous than the ocean trip, it has never been popular at any time; consequently we have but few records describing that part of the country.

While the Chippewa Indians have been in possession of Northern Ontario from time immemorial they apparently followed another people, or may have been descended from them, though that is hardly likely. These early people were generally known as the Mound Builders. The center of their activities was in the South Central States but remains of their work are to be found as far north as the Rainy River District, where there are still to be seen conical mounds filled with human bones, pottery, and weapons. They probably also worked the copper mines on the south shore of Lake Superior, and on Isle Royale. Their work indicates a very high standard of intelligence, determination and energy, characteristics that were developed much more highly than with the average American Indian. Where these people came from, and why they went away, and where to, no one can tell, but it is probable that they were not war-like, and so were unable to meet the bloody hordes that pursued them. Whether or not it was the Chippewa that exterminated them, no one knows, but our native Indians have always been good fighters and ready to hold their own. They have not indulged in wars to any extent, for their territory was very large and they were content to confine themselves to it. They never figured much in history, for their habitat was too far removed from the territory of early settlement by the whites, for them to take any part in our pioneer life. Their general relationship to the French was always friendly, though the Thunder Bay Indians early found their way to the Hudson Bay for trading purposes, and so had intercourse with the English rather than with the French. It was only when the Northwest and X.Y. Companies came to Grand Portage and Fort William that their trade was diverted to this end. The Chippewa belong to the Algonquin family, and are closely connected with the Crees and Nipissings. The Crees occupy the more northern part of the country. They all have a fairly extensive legendary history but no attempt has been made to make a full collection of it. Many of their stories are associated with their wars with the Sioux, who occupied the territory to the south and west. This terrible tribe tried to get possession of this part of the country, and for many years they made regular raids, coming up from the neighborhood of what is now Duluth, Minnesota, following the inland lakes and rivers. They evidently got as far north as the present town of Sioux Lookout, as the name would indicate, and every now and then is disclosed the remains on rocks of some of their hidden signs. It is supposed that they met their final defeat about 1659, by the Chippewa in the neighborhood of Thunder Bay. Dog Lake was the site of one of their great battles the success of which

was marked by the Chippewa in their making a great effigy of a dog, which still may be seen by those interested. Signs of their battles are to be found near Lake Oliver, at Silver Mountain, and on the Welcome Islands, as well as in many other places. The Chippewa then having the country to themselves gradually deteriorated, and their hunting life, which necessitated each family having a large range of country tended to destroy tribal strength.

It may be news to many to learn that there was ever a dispute as to whether this part of the country belonged to Canada, or to the United States, and yet such was the case. The treaty of 1783 defined the boundary as passing "through Lake Superior, northward of Isle Royale to Long Lake, and then through the middle of said Long Lake to the Lake of the Woods." The Americans claimed that the Kaministiquia was the line meant, and that Dog Lake was intended when they said Long Lake. Had they won they would have got everything south and west of the Dawson Trail. I ran across an old map, the other day, that shows Dog Lake as Long Lake, so perhaps they had real grounds for their claim. The British, on the other hand, were ready to grant that the Pigeon River might be meant though they claimed that the correct boundary was the St. Louis River at Duluth, and gave many very good reasons in support of their claims. Of course we know that they finally decided on the Pigeon, but with the understanding that the Grand Portage should be open to citizens of both countries. Looking at it from the present, one would naturally imagine that that was the only solution to the dispute, but one might also wonder what would have happened to the ports at the Head of the Lakes, if the site of Fort William had been acknowledged to be in American territory, or if on the other hand, Duluth had been declared to be in Canada.

Another boundary dispute was of even more importance to these cities, for the solution was not so easily seen, and that was whether or not we belonged to Ontario or Manitoba. We have all discussed the question of secession from Old Ontario, but it may be news to you to learn that had it not been for the astuteness of Sir Oliver Mowat in presenting the claims of Ontario, we certainly would have been a part of a western province, instead of an eastern.

When the Dominion of Canada purchased the rights of the Hudson Bay Company, it naturally wanted to get all it could, and was inclined to encroach on the boundary already claimed by Ontario, in fact the Dominion insisted that our two cities were outside the province of Ontario. To solve this dispute it was necessary to find out just what the original

boundary of the French Province of Quebec was, for it was evident that the Dominion in purchasing the rights of the Hudson Bay Company could have no claim on anything originally belonging to the French, and Ontario was only claiming that her northern and western boundaries were identical with those of France.

To find out what these boundaries were, it is necessary to go back to the squabbles between the Hudson Bay Company and the French fur traders. As you will remember, the charter gave the former all the country draining into the Hudson Bay "that was not owned by some other Christian monarch". The Company's policy was to make the Indians come to them, consequently they never went inland to any extent. The French on the other hand, went to the Indians, and soon had posts established all through the country, as far west as the Saskatchewan, and right to within sight of the Company's own houses, often, so while the English claimed the territory as far south as the height of land, the French were in actual possession. The French won out in the struggle, and on January 29, 1701, the Hudson Bay Company agreed to the Albany River being the dividing line between their territory and that of the French. This was ultimately accepted, as Ontario's boundary to the north, though not without a struggle, for in spite of that precedent, the Dominion laid claim as long as they could to everything north of the Height of Land.

The western boundary was even more difficult to define, but here again Ontario laid claim to everything that was still under the British Crown that was originally known as Quebec. As you will remember, the continent was divided between the British territory of Canada, and the French of Louisiana, the boundary between which being defined as the Mississippi River to its source, and then due north to the Hudson's Bay Company's territory. (Part of this northerly line is now the boundary between Ontario and Manitoba, and the description of it accounts for the peculiar projection of Minnesota into what would seem should belong to us.)

The Treaty which wound up affairs between England and France after the fall of Quebec defined the western limit of Canada as a line "due north of the confluence of the Ohio and the Mississippi Rivers". This line was six and a half miles east of Port Arthur, and was the boundary of Manitoba as claimed by the Dominion in their act of 1881. There was another boundary that the Dominion was prepared to accept, namely conformance to the Height of Land. This would have given our two cities to Ontario, as that line is about sixty miles west. From 1879 to 1884 there were arbi-

trations and appeals to higher courts but finally in 1889, the northerly and westerly boundaries were definitely set forth as they are to-day. It was not alone among the politicians that the disputes were taking place. Kenora became a hot-bed of contention, and at one time there were officials from both Manitoba and Ontario claiming the right to jurisdiction. The private citizen was in constant trouble in regard to titles to lands and in order to be sure had to take out two titles one from the Dominion and one from the Province.

Undoubtedly Ontario was in the right in her claim to this part of the country, and in fact she might well have claimed much further west than she did, for the French were really in possession of the western fur trade to a much greater extent than was the Hudson Bay Company, but we, as citizens of the Twin Cities might well wonder, if it would not have been to our advantage had the decision gone the other way. As a sea-port for the province of Manitoba we would have received much more consideration than we have ever had from Old Ontario.

The history of New Ontario from nineteen hundred to the present has been quite as full of romance as that prior to that date, but dealing as it does with an entirely different phase, it could better be handled in a paper discussing our commercial development. That story however would not be complete unless we had information in regard to the past, for the success of Future New Ontario was undoubtedly foretold when those doughty old explorers decided that the wealth of the west was only to be fully enjoyed by using as a connecting link, New Ontario.

THE UNVEILING OF THE HISTORIC CAIRNS

(From the Times-Journal)

Sept. 18, 1928, will be recorded as an epochal date in the annals of this region surrounding Thunder Bay. Posterity will recall, fondly and authentically that on this day, two cairns, of granite, stone and mortar, monuments to adventurous men of the past, and to events of paramount historical interest, not only of local but of national significance, were unveiled in the presence of a distinguished gathering of lake head people, many of them pioneers of around half a century of residence here. Ceremonies of an impressive character and addresses in which the eloquence of the speakers was matched with material of great historical interest made the day of the double unveiling, one long to be remembered here.

The first of the two cairns, erected by the department of the interior of the Federal Government upon the recommendation of the Historic Sites and Monuments Board, was unveiled at Point de Meuron, on the Kaministiquia River, a few miles from the city limits of Fort William, a spot of great natural beauty, and for ages the meeting place of primitive travel and traffic of the aborigines of the great plains and the Great Lakes, and the hardy explorers, traders, adventurers and pioneers who came after them. The ceremony took place at 2.30 on a lovely autumn afternoon.

The second cairn was unveiled at 4.30 in the Heath Park, West Fort William. It commemorated the turning of the first sods of the two great railways, the Canadian Pacific Railway and the Grand Trunk Pacific Railway.

At both ceremonies, Mr. Peter McKellar, most distinguished pioneer, and his sister Mrs. Deacon, officiated at the unveiling. With them were other pioneers of long residence at the Head of the Lakes. Among those others who attended the two ceremonies, were Mayor Joseph E. Crawford, Dr. James Coyne of St. Thomas, representing the Historic Sites and Monuments Board, R. S. Richardson, A. F. Hawkins, John King, Rev. D. Melvor, G. R. Duncan, C. H. Philpot, Hon. Dr. R. J. Manion, M.P., F. J. O'Brien, president of the Canadian Club, Dr. C. C. McCullough, President of the Fort William Board of Trade, Miss M. J. L. Black, president of the Thunder Bay Historical Society, Roy Kirkup, Capt. J. W. Cousins, Capt. James McCannel, W. A. Armstrong, and E. Langford, president and secretary of the Fort William Parks Board; William Houston, Parks Board; Wilfred Walker, Dr. W. S. Pickup, C. W. Jarvis, Rev. Joshua Dyke, Mrs. George

A. Graham, Robert Weigand, Col. S. C. Young, William Webster, secretary of the Fort William Board of Trade; William Skene, E. E. Wood, principal of the Collegiate Institute, and members of the staff including M. L. Cornell, J. L. McLaurin, Miss Tilden, English specialist; Donald Murie, assistant city clerk; many prominent Fort William women and a throng of other citizens, augmented at the latter unveiling by a host of school children.

The inscription on the tablet set in granite rocks that form the substantial monument at Point de Meuron tells in brief the national significance of the spot on which the cairn stands. It reads:

Kaministiquia Portage.

Le Point D'Aterissage des canots, commencement de la longue portage vers le Grand O'Uest, fut survie par les Indiens pendant des Siecles, par Jacques de Noyon, en 1688, puis par les decouvreurs, explorateurs et commercants, Francais, Anglais et Canadiens.

The canoe landing, the beginning of the long portage route to the Great West, was used by the Indians for ages, by Jacques de Noyon in 1688, subsequently by French, English and Canadian discoverers, explorers, and traders. Site donated by Lt.-Col. Samuel Crawford Young. Erected 1927.

Mayor J. E. Crawford acted as chairman of the ceremonies which opened with a prayer by Rev. Jos. Dyke, pioneer. The mayor, in a brief speech, dwelt on the glories of past centuries, and paid a glowing tribute to the brave and adventurous explorers who followed the Indians over this route decades ago. Also it was pleasant he said, to have so many pioneers present for they represented a storehouse of historical data that should serve as an inspiration for the younger generation. He congratulated the gathering on being represented by the federal government that took note of such events. "For this monument," he said, "will stand for ages to tell the story of bravery and heroism of hardy pioneers generations ago."

Miss Mary J. L. Black, president of the Thunder Bay Historical Society, then was introduced. The cairn, she said, was erected in honor of explorers, traders and Indians, primarily the Indian aborigines, through whom she declared Canada was preserved for the Empire. "We owe a great deal to them," she said. On behalf of the Historical Society she welcomed the gathering, solicited their help in preserving old pictures and prints of this region, historical data, or other material that may prove of great value to the Society.

As Miss Black concluded the prow of a canoe was seen pushed above the bank of the Kaministiquia and in a moment a voyageur came into sight, clad in picturesque costume of

years ago. He carried his frail craft into the enclosure surrounding the cairn, partially upturned the canoe, spread his blanket beside it, pulled his tent over the craft, and with the aid of his axe made a cosy retreat for the night. The part was taken by Donald Murie, and revealed to the gathering how centuries ago adventurous spirits may have sought succor for the night on that self same spot.

Col. S. C. Young was introduced as the donor of the site on which the cairn was erected.

"We stand to-day on historic ground," he said, "A spot that links the present with the dim and romantic past, with its picturesque voyageurs, explorers, soldiers and missionaries, who before the advent of the great Transcontinental Railways passed to and fro over the 'Long Portage'." The speaker recalled the discoveries of Duluth and the exploration of Jacques de Noyon who passed over the site of the cairn in 1688 in quest of the great inland sea, thought to lie in the west. He returned without realizing his dream. No white man followed him until the arrival of Roderick Mackenzie in 1789, who as North West Company man traversed the route in his endeavour to replace the route formerly followed via the Pigeon River. Then followed legions of traders, explorers, soldiers and missionaries. How long the route was used, the speaker would not venture to hazard, but there was one thing that posterity can be sure of, that the character of the stout hearted men who penetrated the Great Waters of the Northland were of a type that has contributed in no small measure to the building of the Canadian nation a stalwart, courageous, far-seeing people. Colonel Young also recounted other interesting associations with Point de Meuron; Lord Selkirk's presence there in 1818, of Lord Milton and Dr. Cheadle, the famous explorers in 1870, and Lady Milton, of the birth of the present Lord FitzWilliam. The early road to many of the mines crossed the river at this point.

There was a mild outburst of applause as Peter McKellar, first discoverer of gold in Ontario, explorer of note, and one of the earliest builders of Fort William, rose to address the assemblage. Despite his venerable age, he stood firmly and in a steady voice expressed his delight at being present on such a momentous occasion. He said that fitting tribute had been paid to the traders and explorers of decades ago, and recounted some of his own experiences taken from memory's storehouse, over the same route many many years ago. Many appeared affected at hearing this esteemed personage and there was no doubt as to their affection for the pioneer as they applauded his concluding remarks.

Capt. J. W. Cousins, 82 years young, smiling vigorously, was loath to make an address, his excuse being that "I might split my main brace." Everyone roared! Pressed he gave in, and standing before the historic cairn, confessed that this was the first occasion in 60 years on which he was called upon to speak. More than sixty years ago, he said, he accompanied a detachment of the 60th Rifles up the Kam River. With 20 guides it took nine days to go from the mouth of the River to Kakabeka Falls, much too long. "But they could not handle the boats," he explained. In concluding, he said that a cairn might well have been placed at the Falls, because one and all had to portage there, whether they liked it or not, a remark that drew laughter from everyone.

The last speaker was Doctor James Coyne of St. Thomas, Ontario, who represented the Historic Sites and Monuments Board. In a brilliant address literally crammed with historical data, he told of the important part played by canoe in the destiny of the nation. Dr. Coyne paid his first visit to what is now Fort William in 1871. There were but two houses on the bank of the Kaministiquia. In one dwelt the McKellar household, in the other the McVicar household. He paid a glowing tribute to Peter McKellar, "Your venerable and esteemed citizen and public benefactor, founder of your society, president for many years and now its honorary president. For more than sixty years he has himself been a part of the history of this region. It has been my good fortune to have known him ever since my first visit here, in 1871, and I know whereof I speak. I am sure that we are all one in the hope that he may be long spared to the community he has so long adorned." In explaining the work of the Board, he said that there were certain rules to be followed. Historical events came under three classes, those of local importance, those of provincial importance, and those of national importance. Indians, naval and military events came under the federal classification. Also it was the aim of the federal government to mark the terminus of every great portage among the foremost of which was the Kam Portage. "These stones and tablets are intended to mark the national historic importance of your noble Bay and River," he said. "For ages the Kam Portage was used, how long ago he could not tell. Perhaps millions of years ago, scientists declare through discoveries in strata, in recent years. Water for thousands of years provided transportation, and for ages a system of transportation north of the Lakes was the birch bark canoe. It carried the primitive inhabitants and their primitive belongings. He recounted its history, recalled the major events linking Point de Meuron with the past up until the present. He said that

it was not his purpose to enter into a history of the great railway companies that followed. His main task was to tell the tale briefly and succinctly of nature's wonderful highway of past ages. Everyone who heard him joined in a spontaneous demonstration of applause. Space does not permit giving Dr. Coyne's address in full.

As he closed, Peter McKellar with Mrs. M. Deacon gently pulled the cord that let fall a huge Union Jack draped over the cairn, exposing the tablet. The Flag was loaned for the occasion by N. M. Patterson. As the Flag fell to the cairn's base all joined in God Save the King.

From Point de Meuron automobiles conveyed the gathering to Heath Park, where the second cairn commemorating the turning of the first sods of the C.P.R., and G.T.P, Railways was unveiled. Inscribed on the tablet were the following significant paragraphs: "The mouth of the Kaministiquia, for ages the gateway to canoe traffic with the interior, became later the lake-port terminal of great Transcontinental Railways. The first sod of the Canadian Pacific Railway was cut by Adam Oliver, M.P.P., on the first of June, 1875. The first sod of the Grand Trunk Pacific Railway was cut by the Right Honorable Sir Wilfred Laurier, Premier of Canada, at the Canadian Pacific Crossing on the 11th of September, 1905. The first grain from the west to reach Fort William, arrived in 1883, and was loaded with wheel barrows into the steamers for the east".

The gathering was increased in size by many more residents when ceremonies were opened by a prayer by Rev. D. McIvor, pastor of First Church United. In another brief and interesting address, Mayor Crawford as Chairman paid tribute to the founders of the railway systems. He introduced A. F. Hawkins, terminal superintendent of the Canadian Pacific Railway, as the first speaker. Mr. Hawkins recalled the events of that momentous date in Fort William's history, when the first sod of the C.P.R. was cut by Adam Oliver, the ceremonies presided over by D. D. Van Norman, and the gala day celebrations in the town. In brief he outlined the history of the great railway, of its part in the political history of Canada. of the obstacles faced by its builders, how they conquered almost insurmountable barriers, to ultimately give to the Dominion one of the greatest transportation systems in the world. He paid tribute to the vision of Sir John A. Macdonald, to the genius of George Stephen, (Lord Mountstephen), and to all the early founders and builders of the railway.

He was followed by R. S. Richardson, terminal superintendent of the Canadian National Railways. Fortified with volumes of authentic data, he dealt largely with the cere-

monies in connection with the turning of the first sod of the G.T.P. Railway here, Sept. 11, 1905, by Sir Wilfred Laurier. Local men who played a part in the events included C. H. Jackson, C. W. Jarvis, L. L. Peltier, Mayor E. S. Rutledge, S. C. Young, A. Macdougall, Dr. Hamilton, James Murphy, Dr. Smellie, Rev. Father Arpin, F. R. Morris, E. A. Morten, G. A. Knowlton, W. Stephenson, W. F. Hogarth, John King, many of whom have since been called by death. He told of the reception given Sir Wilfred, of the long line of carriages, thirty-one in number, flanked by collegiate cadets, and headed by the Fort William band, that made up the procession that journeyed to the scene of the ceremony. In addition a train of thirteen coaches and street cars carried thousands of residents to the spot. At three forty-one o'clock, Monday afternoon, Sept. 11, 1905, with a silver spade, now possessed by S. C. Young, the Premier cut the first sod. Mr. Richardson recounted the growth of Fort William, in population and in industry since that time.

He was followed by Captain McCannel of the S.S. Assiniboia, who delivered an extremely interesting address on the early days of navigation to the Head of the Lakes.

Dr. Coyne again spoke, somewhat along the lines of his previous address.

The ceremony closed with Peter McKellar and Mrs. Deacon unveiling the monument as the gathering sang God Save the King.

The work of veiling the cairn was in charge of E. Bass.

DINNER IN HONOR OF DR. JAMES COYNE
SEPT. 18, 1928

(From the Times-Journal)

A delightful informal dinner party was held last night at the Avenue Hotel, under the auspices of the Fort William Historical Society in honor of Dr. James Coyne, following the unveiling of the historic monuments here. Miss M. J. L. Black, president of the society presided, with the guest of honor at her left hand, and after coffee had been served, called upon a few of the local guests to speak before Dr. Coyne, the speaker of the evening.

A. J. Boreham responded to the toast of the Railways and spoke of the fulfilment of the prophecies of the Fathers of Confederation, regarding a railway from ocean to ocean, but he saw the end of railway travel since television would soon bring all the scenery that is now visited by rail, to a man sitting in his armchair at home.

G. R. Duncan replied to the toast, Industrial Fort William, pointing out the great fundamentals for industries possessed by this city in raw material, power, transportation, and water supply.

The toast of the Historical Society brought John King to his feet, who said that the members of the society were not so numerous, but were made of good stuff. Dr. Coyne however had shown them that they still had history to learn about their own surroundings. He ended by giving personal recollections of his own connection with railway building in Canada.

In commencing his address, Dr. Coyne extended greetings from the Elgin Historical Society to its Thunder Bay sister. Elgin was one of the earliest societies organized, antedating even the provincial society. Dr. Coyne added that the Thunder Bay Society is one of the best known in Ontario, and its president, Miss Black, and its Past President, Peter McKellar, have a name and fame not confined to Fort William. An interesting feature of this speech was the reading of a letter written by Dr. Coyne during a visit to Thunder Bay on the Chicora, Capt. McGregor, in 1871, just after the passing through of the Red River expedition. One of the prominent objects at Prince Arthur's Landing was the stockade, built by Wolseley's soldiers, while the Chicora had to anchor outside the bar at the mouth of the Kam River and deliver its cargo by boat. Thus, said Dr. Coyne, I am one of the oldest of old timers in Fort William. He also recalled a later visit to Fort William, when he and his friend were walking be-

tween two strings of box cars in the yards, on their way to the hotel when they were suddenly met by a racing elephant, and quickly took shelter between the cars. Presently they met a man, who calmly asked if they had seen an elephant, as if they were native to the town. It had escaped from a circus, and was later found mired on the way to Port Arthur. In conclusion, the speaker hoped that both the cities at the Head of the Lakes would realize their hopes for the future.

The list of guests were as follows: Miss Black, Dr. Coyne, Mrs. M. Deacon, Mrs. G. A. Graham, Mrs. E. F. Jarvis, R. S. Richardson, Mr. and Mrs. C. W. Jarvis, Mrs. C. H. Kirkup, Miss Charlotte Wiegand, Miss Pamphylon, Mrs. N. A. Archer, Mrs. J. A. Clark, Miss Lenore Clark, Mr. and Mrs. A. J. Boreham, Mr. and Mrs. S. C. Young, Capt. McCannel, Miss Leila Pritchard, Mr. and Mrs. G. R. Duncan, Mrs. A. D. Stewart, F. F. Duncan, Miss Mildred Turner, Mrs. A. F. Crowe, Mrs. E. G. Copping, Miss Marjorie Copping, John King, Miss Robin, and J. R. Lumby.

A WEEK ON LAKE SUPERIOR

(In July, 1871)

BY J. H. COYNE

(From the St. Thomas Journal, 1871)

Thunder Bay is about 25 miles long and 15 miles wide, and its whole expanse can be seen from the deck of the steamer. Just west of us, as we lay at anchore, (July 19, 1871), were the flat, sandy shore, and the cluster of new frame houses which is called Prince Arthur's Landing. The houses are between thirty and forty in number, nearly all of which have been erected within the last year. The village is the terminus of the Dawson Road leading to Fort Garry, and seems bound to go ahead. A few miles to the south of us, opposite the mouths of the Kaministiquia, are two pretty little wooded islands called Welcome Islands. Ten miles farther south we see a number of high rocky islands running off in a south-westerly direction from Thunder Cape. Just across the entrance of the Bay is the fantastic Pie Island, eight miles long and five miles wide, and very lofty; its western extremity being a mountain, perfectly round, with its walls rising perpendicular on every side to a height of 850 feet. This mountain is called the Pie, from its resemblance in shape to an enormous meat pie. Through the gaps between the islands, is dimly descried Isle Royale, 40 or 50 miles to the south of us. Directly across the Bay, 15 miles distant from us, Thunder Cape towers grandly above every other object in sight, presenting the appearance of a gigantic stairway, rising gradually, from the point opposite Pie Island, by six or seven steps, each upwards of two hundred feet high, to an elevation of 1350 feet above the lake. On its northern side the mountain breaks off rather abruptly, and is succeeded by a lower range of mountains, which wall in the glorious bay as far as the eye can reach. Westward from Pie Island, and just back from Fort William, we see McKay's Mountain, an extensive plateau rising perpendicular from the river-bank to the height of 1,000 feet. Behind this again is mountain after mountain running off to the west, until they are lost in the distance. The whole view from Prince Arthur's Landing is one of magnificent grandeur.

During the morning a number of us embarked in a small tug, commanded by an Indian captain, for Fort William. This is situated on the north bank of the Kaministiquia River, about a mile from its mouth, and comprises but one or two houses besides the Hudson's Bay Company's fort and store. Opposite, on the south bank, we observed an Indian village of bark wigwams and canvas tents. The Indians of this region

are much darker than those of the Thames and Grand Rivers. Scores of canoes were drawn up on either bank, and in the river were several manned by their swarthy owners. The regular Chippewa salutation is a corruption of the French *Bon Jour*; and when we shouted it across the river to the occupants of the wigwams, they returned it heartily, laughing, as if they considered it a good jest. The river is one of great beauty, being bordered with lovely green meadows and long-armed trees, which sometimes seem almost to shake hands across the clear water. The banks are low, flat, and exceedingly fertile. All sorts of grain are cultivated with good success in the river valley. When the sand-bar at the mouth of the river is dredged out, the stream will be navigable for the very largest lake vessels to a distance of twelve or fourteen miles. We walked about a mile up the river from the Fort, admiring the beautiful water, the graceful canoes, the rich fields, and the frowning mountains, but the extreme heat of mid-day, and the insolent familiarity of the black-flies, which would persist in forcing themselves upon our notice, compelled us to retrace our steps to the Fort, where we again went on board the tug and returned to the Chicora. After dinner I went ashore at the Landing. Here, and also at Silver Islet settlement, Messrs. Blackwood and Sons of Wallacetown, have established themselves in business as general merchants, and have succeeded well in their enterprise. The only object of special note at the Landing is a stockade, built by the Red River Expeditionary Force last year as a storehouse. It consists of an earth-work, guarded with palisades, and surrounded by a moat. At 5 p.m. we weighed anchor and steamed to the mouth of the Kaministiquia, where we again anchored for three hours, whilst a small boat was sent up to Fort William for the mails. Meanwhile we witnessed a very heavy shower in the direction of Pie Island, though not a drop fell in our neighborhood; and the gorgeousness of the sunset was rivalled by the strange beauty of the rainbow between us and the Pie, the brilliant variety of colors in the rainbow being in fine contrast with the black mass of basalt in the background. At last, about 8 p.m., we started in earnest for Duluth. Passing by Welcome Island, we had one of the grandest views imaginable. Thunder Cape had changed its form as if by magic, and now looked like the extended body of an enormous giant lying on his back, with arms folded on his breast, the round elevation to the north appearing to be the head. Far to the north was the long array of mountain bluffs extending one after another all around the bay. Numerous fires in the woods along the shores cast a smoky haze around their immediate neighborhoods. Westward, Prince Arthur's Landing nestled at the foot

of a range of mountains, which had been hidden by the woods when we lay near the village. Southward, between Pie Island and Welcome Islands, was a long vista, extending towards Pigeon River, of lofty islands and mountainous shores, of gigantic rocky bluffs, and dark, receding coves, full of a solemn grandeur, which filled one with awe, and reverence, and wonder; while overhead the clouds marshalled their forces black and threatening, as if about to storm the great Thunder Cape with all the artillery of heaven. Far to the southeast, Isle Royale, wrapt in a dim haze of blue, slumbered peacefully on the bosom of the mighty lake. It is said that on the top of the three highest mountains of Thunder Bay there is a lake of clear water, large in size, and of great depth. The Indians have a legend that the thunder is a huge bird having its home on Thunder Cape, where it hatches the lightnings. They say that a thunder storm in the Bay is something terribly grand, each mountain sending back the thunder peals in deafening reverberations. But the sight of a storm was denied us, for the clouds swept by and left the sky clear again, and soon we were on the broad bosom of Superior, with the darkness growing thick around us, and the cold wind blowing across the water.

ADDRESS OF JAMES H. COYNE
AT FORT WILLIAM, ONT.

SEPT. 18, 1928

AT THE UNVEILING OF THE CAIRNS IN HEATH PARK IN THE
CITY, AND AT THE KAMINISTQUIA PORTAGE

On sites donated by Lieut.-Col. Samuel C. Young and the City of Fort William respectively, these cairns have been erected by the Department of the Interior for Canada upon the recommendation of the Historic Sites and Monuments Board, whom I have the honor to represent, and I bring you their greetings, firstly to The Thunder Bay Historical Society, for undertaking the programme for the formal ceremonials, and the City of Fort William for its hearty co-operation, and also to the sister city of Port Arthur, whose historic cairn has already been dedicated. These stones and tablets are intended to mark the national historic importance of your noble bay and river. Your Historical Society has done much to preserve and transmit their story to future generations. Its work is entitled to public recognition and appreciation, and the gratitude of this and future ages. It is fitting on this occasion to offer special felicitations to your venerable and esteemed citizen and public benefactor, founder of the Society, President for many years, and now its Honorary President, Mr. Peter McKellar. For more than sixty years he has himself been a part of the history of the region. It has been my good fortune to have known him ever since my first visit to Fort William in 1871, and I know whereof I speak. I am sure we are all one in the hope that he may be long spared to the community he has so long adorned.

The memorial erected at Fort William twelve years ago through local effort commemorated famous explorers. It is a connecting link between the cairns which engage our attention to-day. These mark the oldest and the latest phase of your local history.

At Point de Meuron, for countless ages, was the meeting place in primitive travel and traffic, of the aborigines of the great plains and the great lakes. Such a place of meeting the Kaministiquia River remained after the coming of the French and then the British explorers and traders, with little or no change in its main significance, until a time within the memory of persons here present.

But with the turning of the first sod at Fort William of the Canadian Pacific Railway, in 1875, and of the Grand Trunk Pacific in 1905 came a new world, the modern Canada.

This Canada of ours, with its marvellous transportation systems, opening up the great wheat belts of the plains, and later the mining areas of the pre-Cambrian belt, and the vast forests of Ontario and British Columbia, linking the commerce of the world, and constituting, in their main trunk lines, two of the greatest of the world's highways, while their branches, like a huge net-work, cover half the continent. So rapid a national development within the compass of a single life is perhaps unequalled in the annals of time. The importance of the Kaministiquia and Thunder Bay in Canada's development could not be more clearly indicated than by the fact, that here were begun two trans-continental transportation systems of such gigantic national and international significance.

Who discovered Thunder Bay and the Kaministiquia River? Probably the brothers-in-law Medard Chouart des Groseilliers and Pierre Esprit Radisson, famous *coureurs de bois*, coming across the lake from the southwest. Trading among the Sioux, the deadly enemies of the Crees, who occupied the North shore, they had persuaded them to agree to a peace. The Crees received the Frenchmen with great rejoicings. Arriving in a bay, perhaps near where we are gathered, the peacemakers were carried in triumph on the shoulders of their hosts, seated in their canoe, "like a couple of cocks in a Basquett," to use Radisson's own quaint phrase. Was it Thunder Bay?

The first map of Lake Superior was the Jesuits' map of 1671. It shows a fair acquaintance with Thunder Bay. The three mouths of the Kaministiquia are clearly indicated, together with the beginning of the long portage and its estimated length. On whose information did the missionaries act? No other source is suggested. We may reasonably infer that the two *coureurs-de-bois* were here in 1662, first of Europeans to penetrate the Bay and River and perhaps also first to use the portage.

Possibly it was in this bay also that they gathered together the 400 Cree canoes, loaded with furs for Three Rivers, whose assemblage is noted by Radisson. Many picturesque pageants cross the pages of the bay's history.

The first European settlement at Fort William, if it can be so called, was the trading post established by Dulhut in 1679 at or near the mouth of the Kaministiquia. Doubt has been thrown upon the identity of the river mentioned by him, but it may be reasonably accepted that he intended the stream still known by the name. The best part of the fur trade was being menaced by the newly formed Hudson's Bay Company. The situation was urgent. The Indians must be intercepted on their way to the great bay and encouraged to come to the

Lake. A chain of posts between the lake and Hudson Bay was accordingly established by the French. In 1679, then, may be dated the beginning of the Twin Cities of Thunder Bay as a trade centre, about 250 years ago.

The post was renewed from time to time. It became Fort Kaministiquia in 1688 under Jacques de Noyon and 1717 under Zacharie Robutel de la Noue. From the head of canoe navigation on the river, the long portage and canoe route ran towards the western plains by way of Dog Lake, although there were doubtless several trails with the same general direction and object.

Before the end of the 17th century, according to a contemporary writer, no less than 3,000 traders, trappers and their families were assembled at the Kaministiquia Fort, which had already become the chief entrepot of the Northwest fur trade.

Noyon, in 1688 or afterwards, was probably the first European to travel over the long portage from the Kaministiquia to the Lake of the Woods, and perhaps beyond.

A generation had passed before a since famous rival trade route became known to the French eclipsing for a time that by Dog Lake.

It was about 1722 that the Grand Portage from the Pigeon River began to be commonly used. But from time to time the old route was still followed, as by the celebrated La Verendrye and his sons in 1731. With the conquest of Canada in 1759 the fur trade passed to the British. Montreal merchants immediately began to take over the French-Canadian traders and voyageurs and to spread them farther and farther over the Northwest. A number organized themselves into companies, such as the "Northwest Fur Company", and the "X Y Company". The rivalry for possession of the trade grew more and more acute, the Hudson's Bay Company also extending its operations more widely throughout the West, and the competing companies building post for post side by side at many points.

The American Revolution had its effect upon Thunder Bay. The Grand Portage was no longer exclusively British. Accordingly, the Northwest Company transferred its headquarters to the Kaministiquia River, and built Fort William, famous in history. Then the long portage resumed its ancient importance. It would be a long and extremely interesting story to tell of the boisterous rollickings at the Fort of officers and voyageurs from Montreal with the "Northwesters" from the plains. The Northwesters lived on corn-meal and water alone, and scorned the effeminate voyageurs, the "mangeurs de lard," or "pork-eaters," who mixed pork with their corn

to make it palatable. The revelries of the great dining hall at the Fort have been so fully described by Washington Irving and others as to require no further mention by me.

Nor can I dwell upon the Red River troubles of 1812-16, the rival forts, the vicissitudes of their bitter, oppressive and bloody warfare, where Winnipeg now stands. I can only mention the struggles of the stout-hearted and unfortunate Earl of Selkirk, his hastening to the defence of his settlers on Red River, his capture of Fort William, and arrest of its officers, his construction in 1816 of the Hudson's Bay fort at Point de Meuron, where the long portage began, his wintering there with his armed force of 250 men, largely of the de Meuron regiment, whose name was given to the Point, his subsequent misfortunes and early death. In Highland settlements in old Ontario, the tragic story is still told of the trials and sufferings of the Selkirk settlers on the long, long trail from York factory to Red River, and again from Red River to Aldborough, Chinguacousy and other Scots settlements a hundred years ago.

But the Red River war ended from exhaustion, and it was here, within the walls of Fort William, that peace was made and the North-West Company was finally amalgamated with the Hudson's Bay Company in 1821. The story of the consummation may be read in full in the valuable publications of the Thunder Bay Historical Society.

Thenceforward the history of the long portage is peaceful enough for nearly half a century. The history of the Fort was that of the Hudson's Bay post everywhere. At certain times of the year, as in the old French days thousands of Indians, traders and voyageurs, might be seen around the fort. The river and bay were covered with birch canoes. Indians of various tribes, gaudily painted in white, black, blue and vermilion, pitched their bark tents across the river, or squatted lazily around the fort. In the great hall, traders and voyageurs held high revelry, to be renewed by the chief traders at Beaver Hall when the fur-laden flotillas arrived in Montreal. Otherwise life was quiet enough. There was no daily mail. The first mail from Canada consisting of two letters and three papers, arrived in 1858. The "Rescue," one of the first steamers to enter Thunder Bay, brought it. Prior thereto, letters came by way of York Factory from England, once or perhaps twice a year.

It was in 1869 that Simon J. Dawson began construction of the Dawson Road, to Lake Shebandowan. This, the first road to the westward, facilitated the transportation of Col. Garnet Wolseley's Red River Expedition in 1870, when 1400 men with its aid traversed the distance to Fort Garry with

a rapidity that amazed military men, and speeded that great leader (afterwards Field Marshal Lord Wolseley) on the road to fame and fortune in his chosen profession. By that road from Prince Arthur's Landing, later called Port Arthur, immigrants bound westward made their way to Fort Garry and Winnipeg until the completion of the Canadian Pacific Railway to Winnipeg rendered it no longer necessary for the purpose. In 1881 Fort William ceased to be a trading post of the Hudson's Bay Company, and the history of the long portage came to an end.

It is not my purpose to enter into the history of the great railway companies, great as is that record of masterly conception, daring adventure, skilful organization, engineering genius and administrative and ultimately financial success. My main task was to tell the tale briefly and succinctly of nature's wonderful highway of past ages, extending beyond the range of historic record, down to a time within the memory of some of us now here, until superseded by the wonderful achievements of the 19th and 20th centuries.

For ages, the one system of transportation north of the lakes was by birch-bark canoe. It carried the primitive inhabitants and their primitive belongings. Their journeys were of necessity directed along the waterways and by portage over short or longer connecting links. America is one vast network of innumerable lakes, great and small, and branching streams almost interlacing each other. For many thousands of miles in all, these are navigable for vessels of varying draught. Primitive races dwelt near water and, down to comparatively recent times, their journeys and trafficking were mainly by water. Alike for deep and shallow, for carrying round falls, through woods and over steep and stony paths, for riding the waves and avoiding the rocks of lake and river, for running and stemming rapids, a special type of boat was required. For the purpose, nothing devised by man has equalled that marvel of design and construction, of lightness and strength, of grace and beauty, the birch-bark canoe of the Algonquin races.

Champlain discovered its necessity in 1603 at Montreal, when he vainly tried to ascend the Lachine Rapids, and made up his mind to trust to the canoe for further discovery and exploration. Since then, what has the canoe achieved? Let me briefly summarize.

Through the alliance with the Algonquin races, the French acquired a monopoly of the birch canoe. With its aid and Algonquin guides, the French were enabled to be the first to discover and explore the North American continent along

the great river systems east of the Rockies, including the St. Lawrence, the Mississippi and the upper stretches of those discharging into Hudson's Bay.

Thereby they added to the dominions of the French monarch as well the vast river basins as the western prairie lands, while the English were still confined almost exclusively to the comparatively narrow strip between the Appalachians and the sea.

Through the birch canoe, the valuable fur-trade became the monopoly of the French until the coming of the Hudson's Bay Company. That great English Company owed its origin to the suggestion and assistance of Chouart and Radisson, who had forsaken their own king and gone over to King Charles II. of England, carrying with them their knowledge of the upper country around Lake Superior and their experience of Indians and Indian ways of trade and barter. With the aid of the canoe, French and British in succession penetrated to the remotest parts, to the Rockies, the Arctic and Pacific Oceans, and planted their forts or trading posts in every important centre of native travel. Through this form of occupation, the British title to the northern half of the continent became complete through cession by the French king of his rights in 1763.

Through the canoe, missionary enterprise accompanied or followed the traders and natives throughout the west and northwest to the limits of human habitation, communication was maintained between the scattered trading posts and the central administration in London, and the flag and laws and allegiance of the empire were carried to the most distant regions opened to trade.

But the northern half of the continent remained isolated in sentiment from the Thirteen Colonies, a separate racial, political and religious entity. The American Revolution left it still British from choice, and varied historical tradition and experience. But for the previous occupation of the northwest, it is more than possible that the United States might have claimed and been accorded the whole. Britain would have lost her transcontinental communications. The British empire, as it exists, would have been an impossibility. Imagination may extend indefinitely our national indebtedness to the birch canoe.

In any case, it is to the birch canoe that the early discovery and exploration of your river and bay and of the Great Plains beyond was due. The portage was the "carrying place" of the canoe and its burden. And so, in commemorating the carrying place, we are paying a belated honor to that lightest, most beautiful and most graceful of water conveyances, the birch-bark canoe.